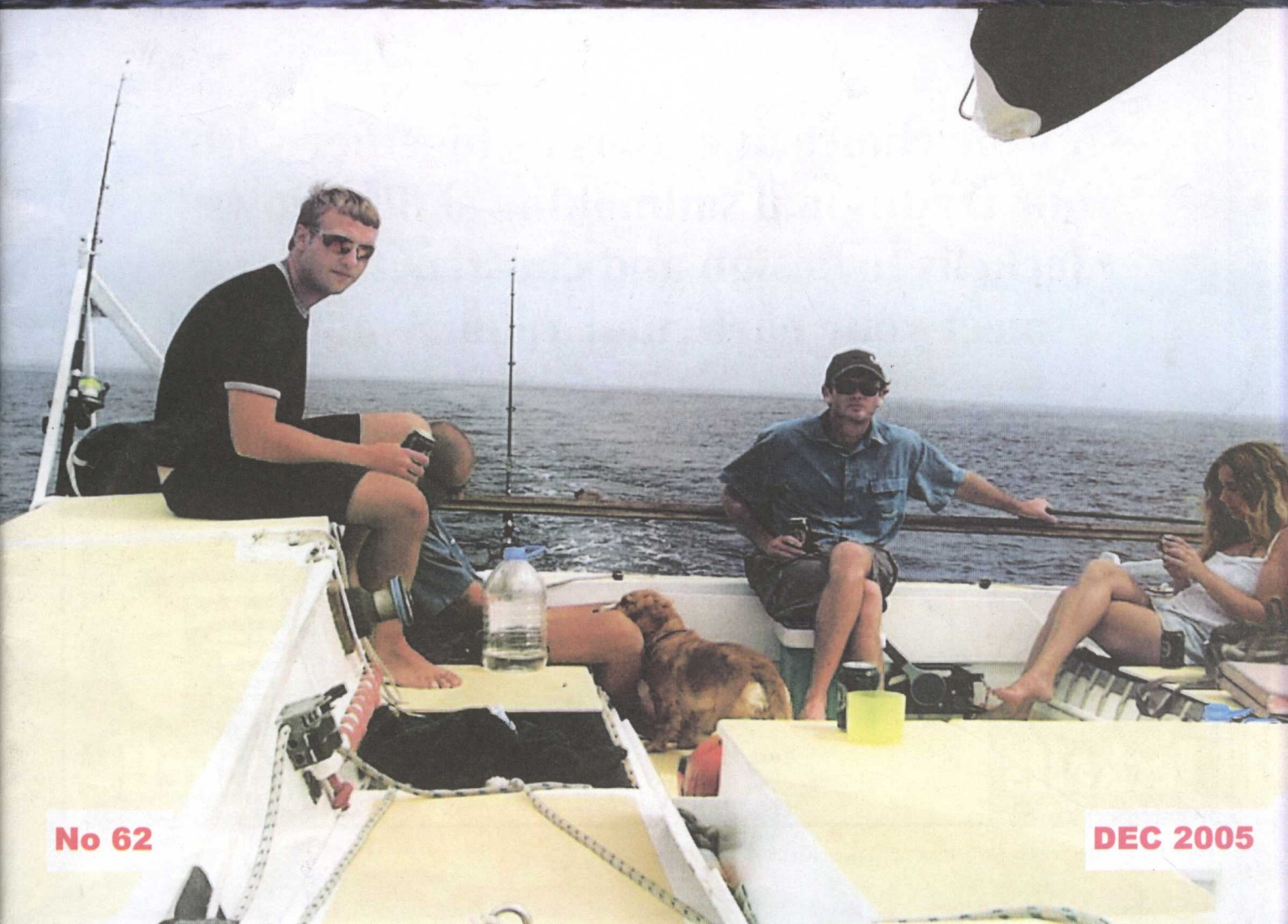
# The Sea People



No 62

DEC 2005

# SAILS

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***The Sea People***

***Magazine of the***

***Polynesian Catamaran Association***

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COVER

Gordon & Pauline Walker aboard their Tiki 21 *Nolan II*

Ben Mullett's *Pilgrim*'s spacious decks with guests, from L-R John, Nige, Moqui (dog), Rico and Cazz (Moqui's owner)

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

# News for Sea People

## From the helm - Staying connected over the winter

What kind of connection do you have with your boat or sailing over the winter months (for most members)?
For some the builders and the restorers it's pretty much the same but shorter working days in more difficult colder conditions. I consider myself very lucky that I not only have the restoration of my Pahi 42, but my work on the magazine and committee work keep me connected with boating over the winter months. Others don't have that many ties, so it's one of the reasons I'm planning a number of winter socials so that members can get together and talk of their/our plans for the coming season.

Now these socials are planned around visits I personally was intending to make and I'm no more subsidised at these meetings than any other PCA member. If and when a social attracts a large enough crowd, then the PCA may decide to pay for a venue as has been done in the past i.e. London socials of the past.

If you'd like to get together with other members in your area, please contact me or Ken and we'll see what we can do to help in putting it together, advertising, mailings etc.

**You will find a draft constitution enclosed with the magazine as mandated for the committee to deliver to the membership at the last AGM. This is the first stage intended purely to document changes that have occurred over the years since the original was drawn up. These changes have been made via motions at AGMs but never documented into the constitution. Please review at your leisure and next year we'll start on the voting in these proposed changes.**

Dave Peak, your Commodore

With this magazine you have a renewal notice and return envelope for 2006 subscriptions. If you have not already processed this then please do it now or it will be forgotten. Good guys who pay by standing order please ignore this paragraph.

Thanking you in anticipation Ken Hook, your secretary.

| 2005 | PCA Meets & other Events | Contact |
|---|---|---|
| 2–4 Dec | Port St Lucie, Florida | Gene Perry |
| Dec | French Social Meet, Paris | Dave Peak |
| **25th Dec** | Cruisers Xmas, Green Turtle Key, Bahamas | Ann Clement |
| **2006** | | |
| Jan 14th | London Social Meet, Cruising Association House | Dave Peak |
| Jan 28th | German Social Meet, Dusseldorf | Dirk Horstmann |
| 18 Feb | Poole & South Coast Winter Curry | Ken Hook |
| Mar 5th | Dutch Social Meet, Boatel, Amsterdam | Dave Peak |
| | | |
| | **New Events to think about for 2006** | |
| **July** | **Beale Park Boat Show** | |
| **July/Aug** | **Baltic, Scotttish, Scillies, Bodenzee** | |
| **Sept** | **Jersey C.I.—Granville Race** | |
| **July 14/16** | **Glenan Island** | **Bertrand Fercot** |
| **July 28/29** | **Douarnenez** | **Bertrand Fercot** |
| **ALWAYS** | **CHECK WEBSITE FOR LATEST INFO– or** | **PCA Office** |

### How to host a Meet

What's needed to host a meet ?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams
A couple of anchorages within a day's sail
Pre-designated pickup points
Site for a BBQ or inexpensive restaurant
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier -

All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.

# Help me, m'aidez, helfen Sie mir, ayúdeme!

Well it's finally come to it—like editors of the past, it's time for me to beg, plead and cajole members for contributions to the magazine. Normally I crank out about half of the next magazine in the week following creation of a new issue (while my blood is up!). But there's not too much here at the moment. So dig out those photos you've been meaning to send, sharpen up that writing crayon they allow you to use and get busy or you may be subjected to endless articles by Ben (thanks mate) and myself and how we view the world….shudder.

It's so bad, that I'm finally forced to reveal my favourite Cat Corner…

A special word of thanks needs to go to Ken Hook and Anita too… the computer woes that I suffered creating the last issue, didn't end when I thought they did. When Ken received the CD from me he determined it had been saved in a web-page format that the print company could not use (don't ask me how, to save as a web-page it takes several deliberate steps, none of which I personally took). I had noticed that the magazine had been saved as a series of single pages and mentioned it to Ken. One of the things that apparently had happened in the saving to a web-page format was a severe degradation in some of the graphic quality—see the wahoo in Gunters article for an example.

The upshot was that Ken had to recreate the mag before sending to printers. Fortunately our process in creating the CD is to include all photos used in the mag, so Ken had good quality pix to work with (maybe not the wahoo). This was the first time Ken has had to do this on his own and I think he should be applauded. The PCA now has 2 other people capable of producing a magazine and I will be working with Dirk Horstman on producing a German language version of the mag. Any Spanish/Italian speaking volunteers?

**Caio, Dave**

Don't Forget! Sign up a new member this year and get a free back issue

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

**© 2005 Polynesian Catamaran Association** All members contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

## PCA Membership Application Form

Hi, if you're reading this and you're not a member of the PCA, is it not time you joined? VISA and MASTERCARD welcome.
It's £20 for a calendar year (approx $37US) and **new** members get 1 free back issue of the Sea People magazine
Your Name (as shown on credit card)…… Card Number……
Card expiry date ../20..
Your Address……
……
Post this to - PCA Office, 118 Howeth Rd, Bournemouth, BH10 5NS, United Kingdom or
Contact the secretary for alternative ways of paying or supplying credit card details to the office
+44 (0)1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email addresses etc. to help the office and other PCA members contact you.

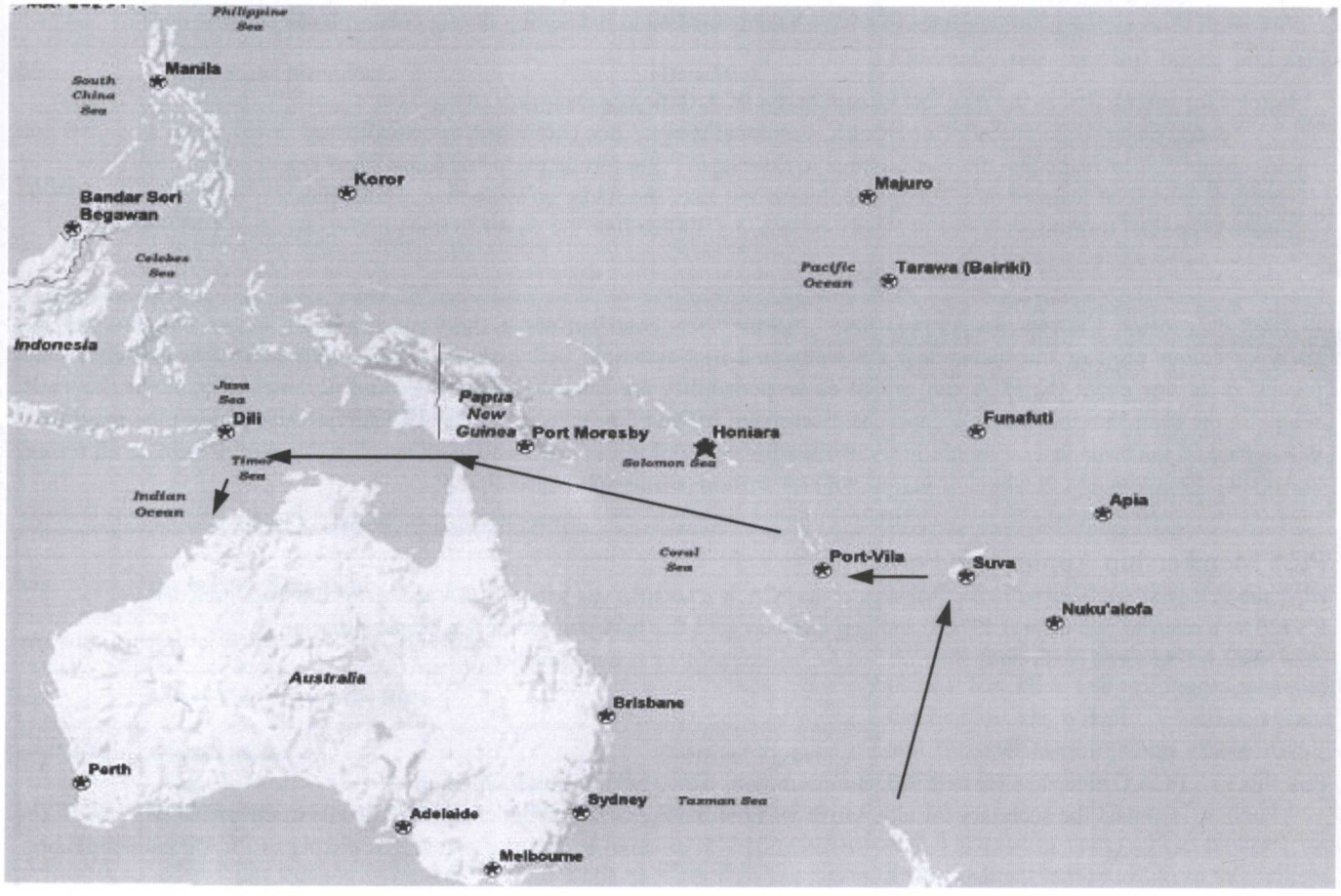
# Taraipo's Progress (cont'd from #61) John Jameson Tangaroa I

We have made it into the Indian Ocean after a long and complex passage, single-handed, from New Caledonia to Darwin, Australia. The departure from the East coast was taken late in the day, with clearing visibility over the barrier reefs. As night fell, so did the wind and the current drew us towards the reef. We motored for a moment, then there was a terrible vibration, the drive shaft universal coupling was breaking-up again, nightmare. With crossed fingers, the engine was restarted and we chugged slowly into the gloom, knowing that we had over 2000 miles to do, across the Coral Sea, through the infamous Torres Straits, then across the Andaman and Timor Seas to Darwin, without the engine and without a crew.

Inevitably we were close-hauled on the port tack again, until 24 hours later we cleared Cooks Reefs north of New Caledonia, when the Trade Winds kicked in and we had a boisterous ride, max.12.3 knots, under storm jib only for 2 days and nights.

Thank goodness new recruit 'Mike', a replacement ST 4000 auto-helm is brilliant downwind. Conditions deteriorated as we closed Papua New Guinea and lying a-hull, drifting 25 miles per day for 4 days and nights was the only option. The wind was between 30 and 40 knots and the 4-5 m seas, period 12 secs, were short and vicious. Twice I was lifted clear off my bunk, which-way-up-will-we-land? The wave energy was such that a knock could make a 120 AH battery jump half way out of its box, 10cms. I was worried for the boats structure (no problem) and very scared, having to wear my harness every time I went next door for a meal. As soon as the wind dropped to 25 knots, we sailed the remaining 50 miles down to Bramble Cay and enjoyed a most rewarding day and 2 nights sail, tacking through a 30-waypoint route between the shallow reefs, which clog the gap between Australia and Papua New Guinea. I was glad to grab a couple of hours un-interrupted sleep, at dawn, prior to entering the 15-mile long, Prince of Wales exit Channel at 10.5 knots with current. I had planned to stop and check in with strict Australia customs at Thursday Island but the-boat-decided, otherwise and headed off another 800 miles to Darwin. We were buzzed by Customs spotter planes by day and spoken to on channel 16 by Customs helicopters by night. The passage through the Van Diemen Straits was equally challenging, with the bonus of a 6 metre tidal range. We were not so lucky in the exit channel and spent 6 hours bucking the 4-knot current with full main and spinnaker, on a moonless night. Once clear the head went down for a couple of hours to wake up and find that the wind was heading us back into the Straits - lee ho!

Taraipo's route since leaving the Marquesas, took her via the Tuamotus (1000 miles of low-lying, current swept atolls) where we dismasted once again, due to faulty Brazilian welds on the tabernacle, but were able to re-mast with local help. Next stop Tahiti and the fabulous string of islands to Bora-Bora, then the long haul to Tonga another 400-mile chain of islands to explore before leaving the cyclone zone and heading to New Zealand to refit and explore (Dec-Mar). We were relieved to head north to Fiji and warmer waters in April, and onto New Caledonia.



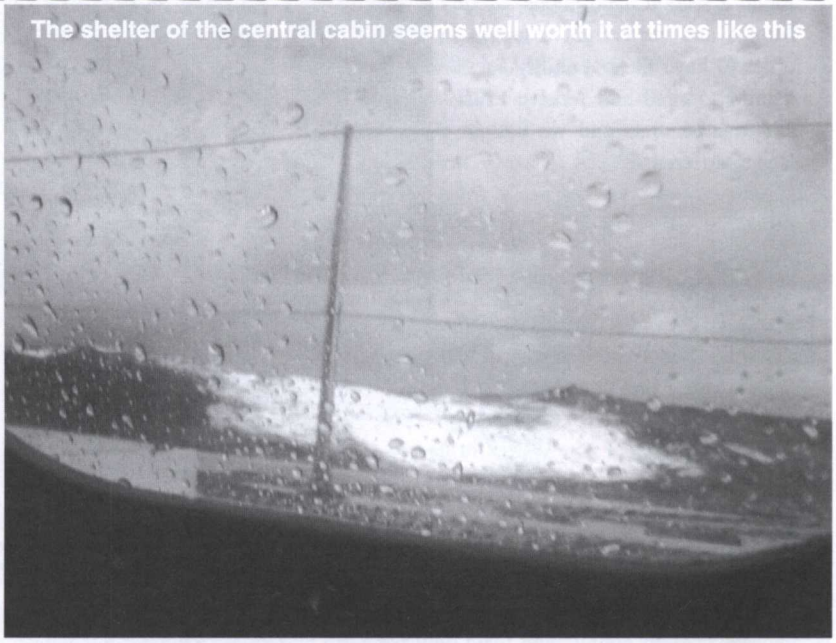
# PHA across the Atlantic Bertrand Fercot Tiki 30

After launching our Tiki30 "PHA" the 15th December 2004 we had two possibilities: stay in Martinique until my retirement in December 2007 and have a lot of fun in sailing and bathing all the weekends or request to have a job in Brittany in order to finish the building of our Tiki46 to launch her in the beginning of 2008.

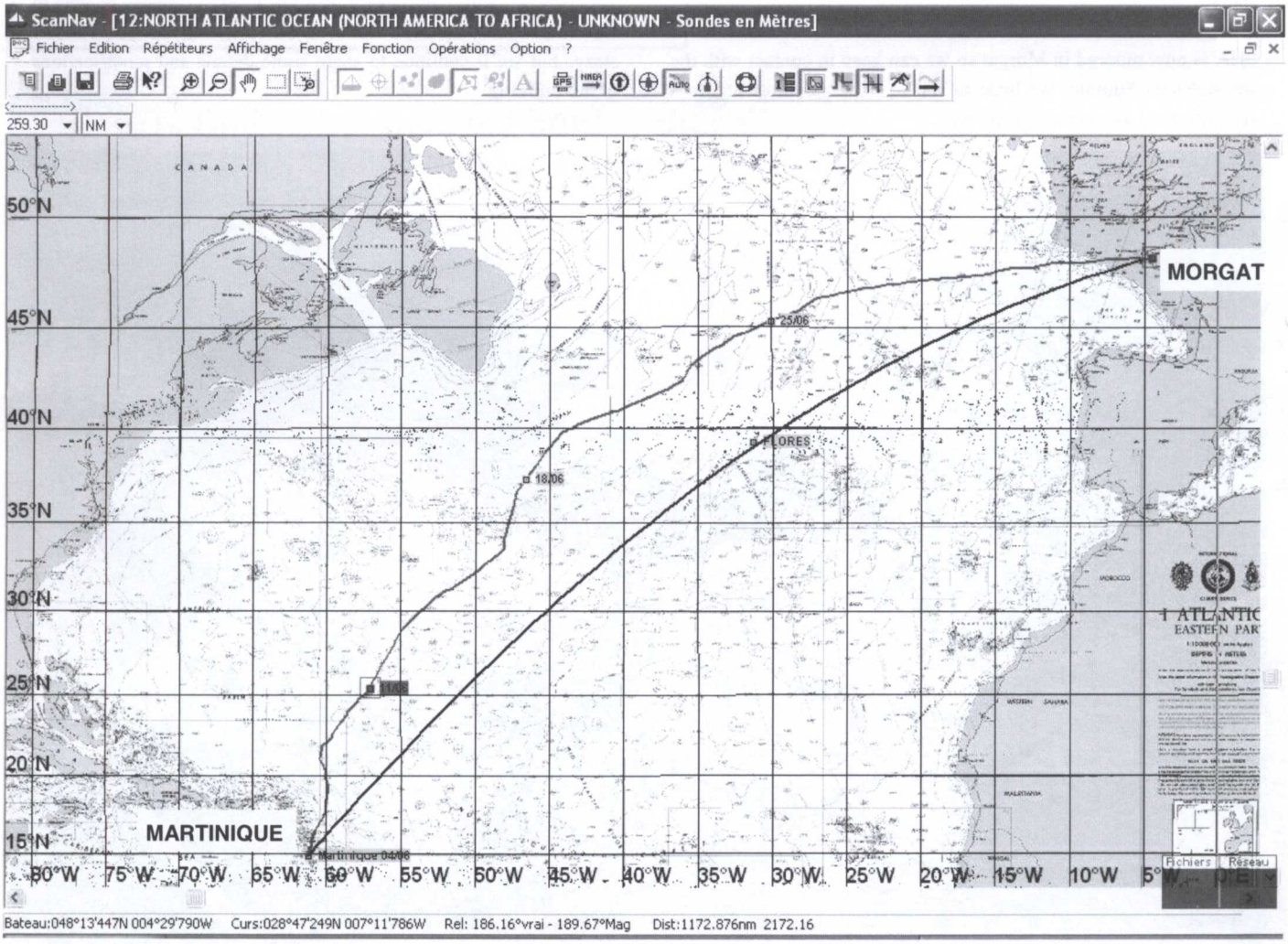
At first we learned to sail PHA with her experimental rig: a free mast on each hull with an advanced junk rig: Swing Wing rig. Very quickly we liked this rig, which is very easy to handle even alone. It's very easy to tack only in pushing the tiller and when sailing the visibility is very good as there is no jib to mask the front view. In January we had a cruise to Dominica, les Saintes, Marie-Galante and return via the Atlantic Ocean.

In March after having requested a new job in Brittany, we decided to prepare the boat in order to sail to Brittany if the result (which would be known on the 31st May) is OK before the hurricane season.

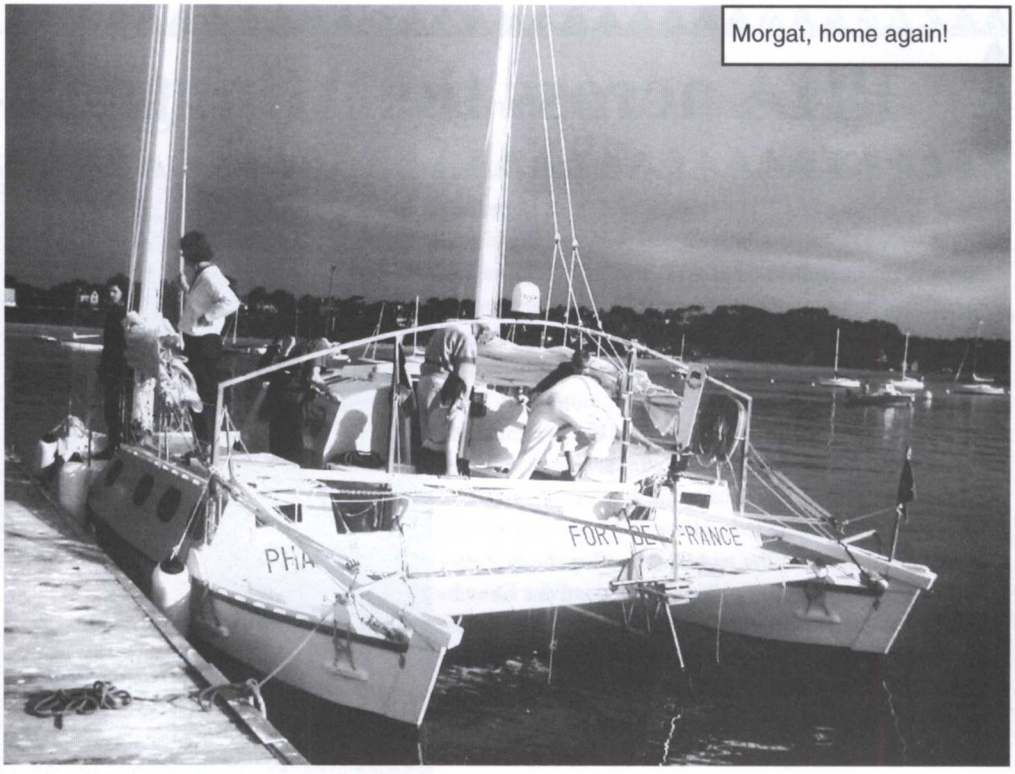
We had the chance to meet Gundi and Guenter with their Tiki30 "Anna-Sophia" and we thank them for teaching us more about the possibilities to sail offshore with such a boat.


The shelter of the central cabin seems well worth it at times like this

Around Easter we made a cruise to the Grenadines and had a good test of the boat with a Navik wind pilot. Some times the sea was very rough between the islands and PHA sailed perfectly with a great comfort thanks to the central cabin we don't regret building (with some modifications) to increase the comfort offshore.



During the weekends of May we increased the load of PHA with water and food and we noticed the performance was unchanged. We found a second hand phone-satellite MiniM and we bought a laptop in order to have the possibility for the MiniM to send and receive Emails and weather data and we bought a lot of different things in hurry the last days until our departure from Port Cohe the Friday 03rd June in the evening…



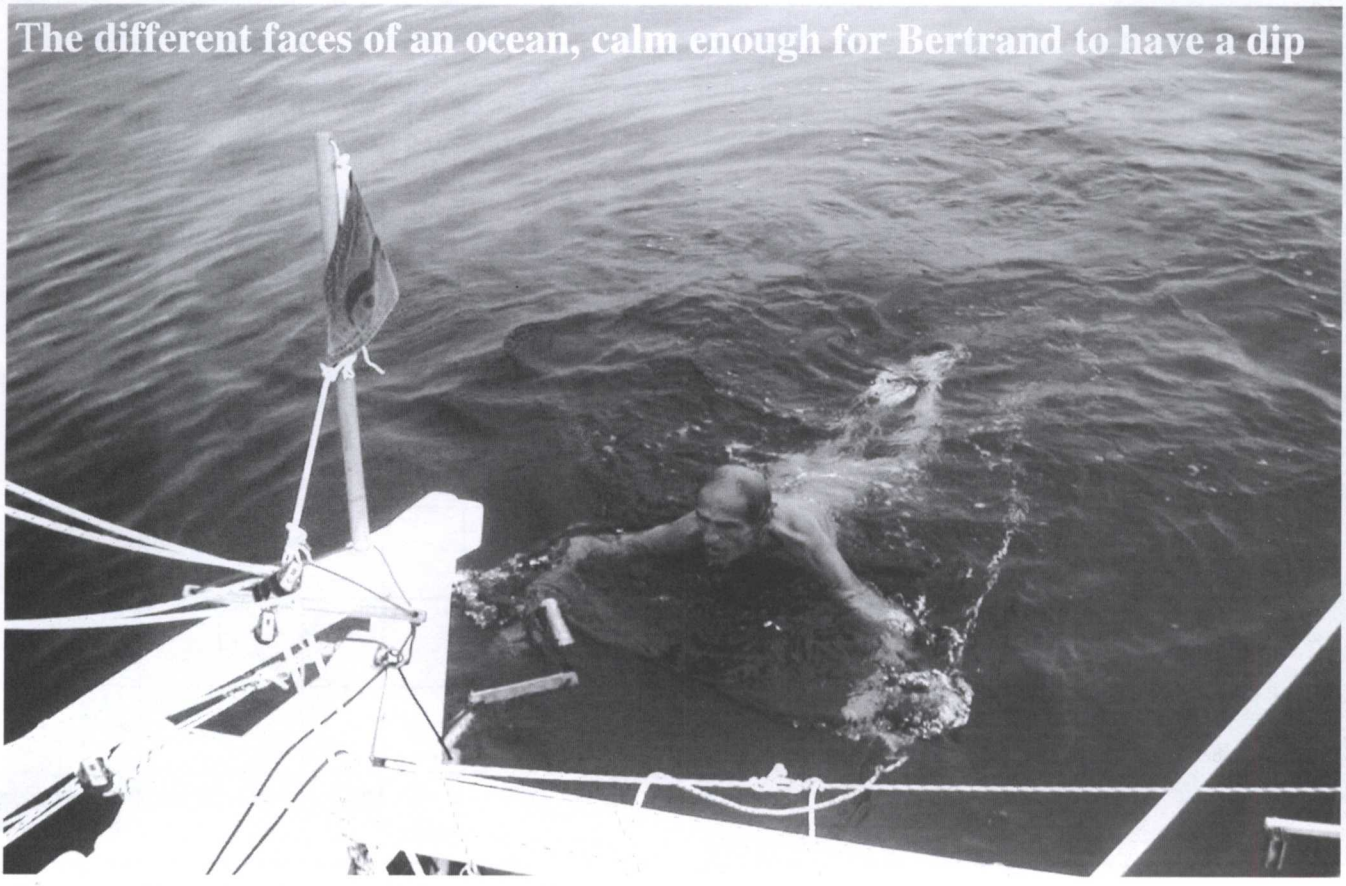
Morgat, home again!

When we arrived at Morgat early the 03rd July, our 4 parents, family and friends were waiting for us. We were very happy to meet them and to come back in our home but a little sad to have ended our first big cruise. After that we had a few sails with friends and family around Morgat. The 14th July we sailed with the new owners of the Tiki46 N°3 and one another couple who lived onboard a big classic Wharram cats a long time, then I flew back to the Martinique.

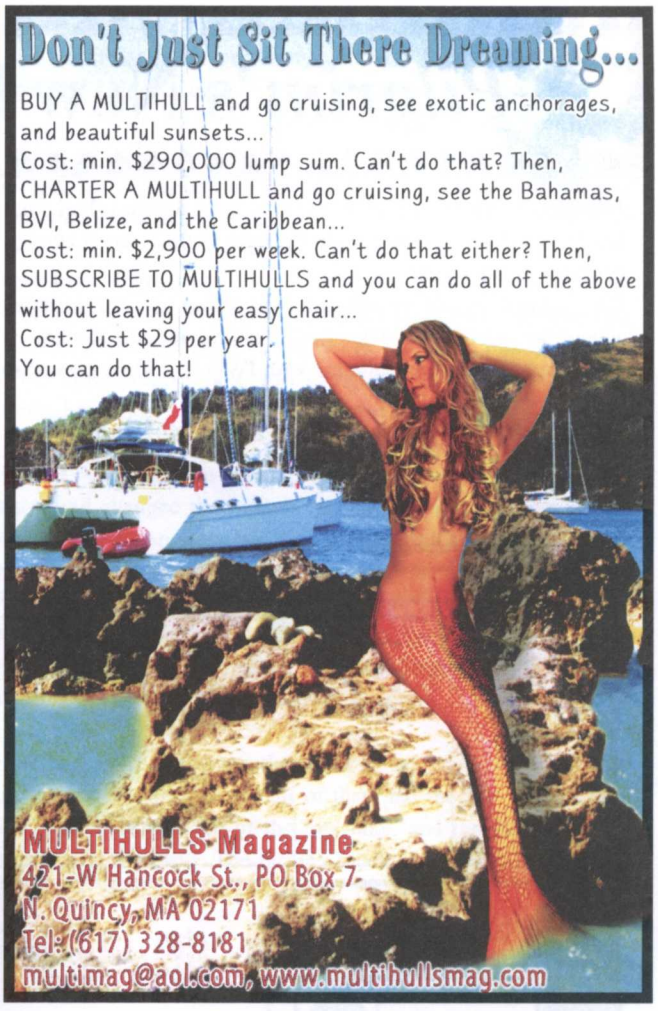
Since the 15th October we are living again in Brittany. Marie-Hélène has to keep cool because a few days before our departure from Martinique in October she broke her starboard foot in the stairs!!

PHA is now moored in Morgat so we can keep in contact with the sea and next Summer we hope to sail to PCA meetings and to a JRA (junk rig association) meeting.

We wish to keep PHA until her big sister is ready to be launch. So with regret we'll sell PHA if possible at the end of the Summer 2007 in order to get money to buy the final equipment for our Tiki 46. According to our experiments on board PHA we'll put the same twin rig and we'll build a longer central cabin including a kitchen, a navigation area and a big wet locker at the entrance.
This central cabin will be very well insulated in order to be able to sail comfortably in high latitudes but that will be one another story...but we'll continue to share some details and modifications of her building.

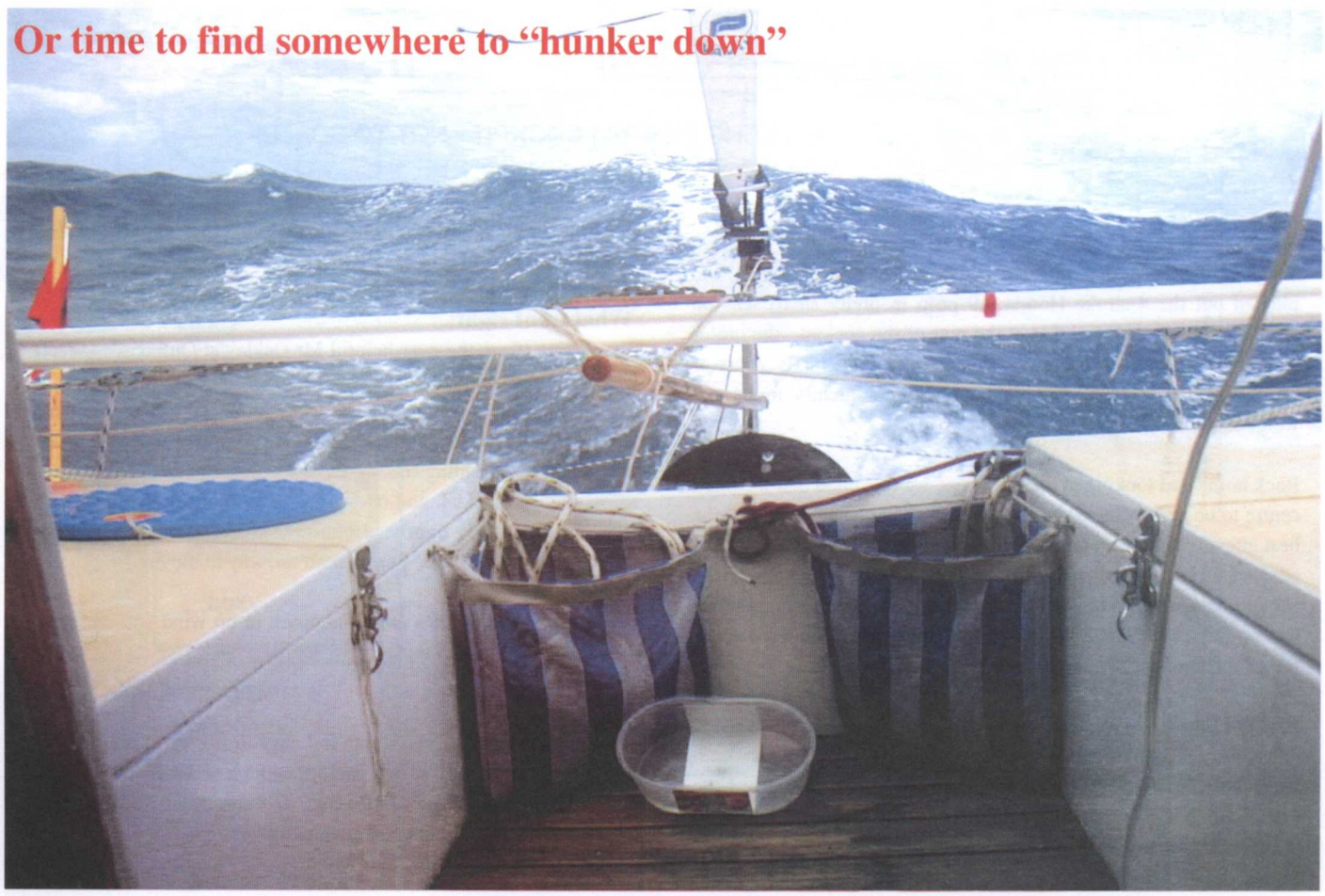

The different faces of an ocean, calm enough for Bertrand to have a dip

PHA under reduced (3 panels furled) sail, pulling strongly



## Or time to find somewhere to "hunker down"

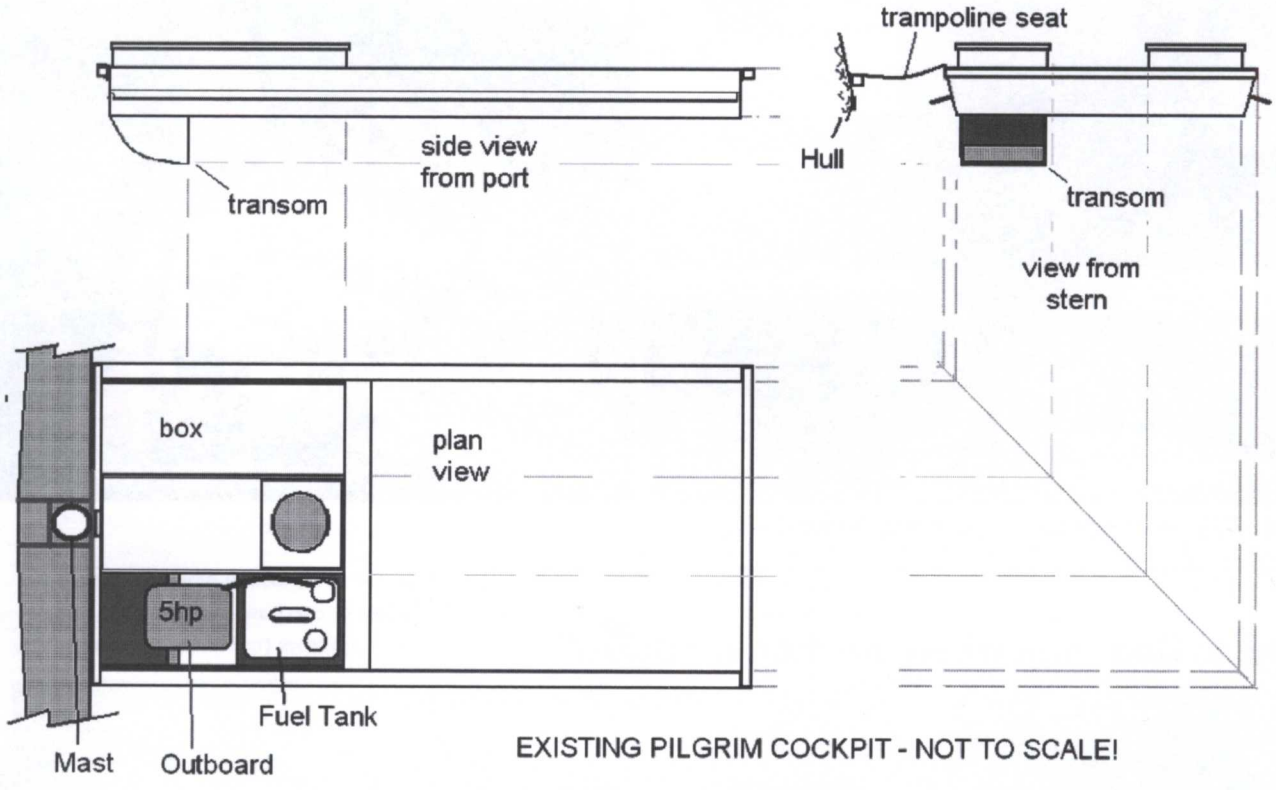


# *Pilgrim*'s New Engine Ben Mullett Tiki 30

*Pilgrim* is a Wharram Tiki 30, built by us at Bedford (U.K.) in the late '90s, and sailed down to the Canaries on the second attempt.... but that's another story!

The original engine installation was based on our experience aboard the "Sail Safari" Tikis flotilla sailing on Lake Kariba, a lot of research, careful consultation with JWD, and some guesswork.

**This illustration is a sketch of what we did first time:-**




EXISTING PILGRIM COCKPIT - NOT TO SCALE!

The engine is offset to port, and installed a few feet aft of the mast. We had observed that our Sail Safaris Tiki 30 "Sanyati" had pitched out the 4-stroke Honda 9.9 prop in pretty small seas on Kariba, and had deduced that at the rear of the cockpit, the motor was aft of the pitch centre, as well as being distinctly short of shaft. It also vibrated like fun and was not greatly loved. It weighed a ton, too.

Back home and looking at the drawings, we reckoned that the pitch centre to be nearer the mast - we are canoe-shaped after all, and the best guess we came up with was the position shown. John at JWD advised us to proceed with caution, but said that by reversing the cockpit design and putting the transverse brace near the engine we had no fears of structural failure, particulary since we were going for a Johnson 5hp 2-stroke.

**Five BHP**

What, only 5hp? Yes, but with a big Saildrive prop, of which more later. The 5hp Johnson was a longshaft, we could not afford the extra-long, but we calculated carefully that the prop would be well immersed, and would also benefit from the developed bow wave which we had observed on "Sanyati" near that point.

**Storage**

We had also felt the need for more storage on deck, although too much storage can be a temptation to overload. So a box to match the engine box was made, which could hold both main bower (16 Kg Delta) and kedge (10 Kg Delta) with their chain and warps.

Between the boxes was an access way to the halyards, and an orifice that doubled as a 'drop-through' sea toilet and the Yuloh mount.

**What went right:**

The engine (from the ever-helpful Mr Oakley at Outboards Direct) was well up to the task of pushing *Pilgrim* - even getting us off in a wind reported to be gusting to 8 when more powerful boats were pinned to a lee shore. The Saildrive prop supplied with it was instrumental in providing this thrust and good manoeverability too - reverse really worked, and one could use the offset engine to spin *Pilgrim* surprisingly tightly. **Coanda**** effect seemed to keep the propwash attached to the port hull all the way to the rudder.

It took us to the Scillies from Falmouth in no wind and big seas, only popping out a few times in the overfalls. Reducing speed cured this.

The engine was admirably light and easy to lift, or to remove entirely for maintenance. It was smooth enough and reasonably quiet compared with others of similar cost. In calm water we would see 6 knots without fail, 7 knots occasionally.

In bigger seas I would marvel at the little beast, crouched in its box, buried in foam, and snarling away for hours. Once on full song it was indomitable, at least when new.

**But....What went wrong:**

The engine was always temperamental to start, and never liked idling. In my long history of working with tricky 2-strokes this was one of the least desirable to rely on at idle. It would detect the optimum moment to fail when approaching a pontoon or dock. I took to selecting the youngest (or most gullible) crew member on the relevant bow with instructions to get on the pontoon and then take a turn round something urgently.

We usually ended up punting the dock at a good speed, our giant fenders providing the bounce necessary to tip our unsuspecting bow hand onto the hard. "Take a turn now!" we'd cry, and *Pilgrim* would come shuddering to a halt.

It worked OK until one poor wight, more than usually stunned by the impact, took a turn round the HM's leg. A few drinks in the bar rectified that misunderstanding.

Decoking did not help much, nor did carburettor surgery. A diet of minty new spark plugs usually guaranteed one start from cold, but this was getting expensive and tiresome.

We took to sailing off our pontoon, backing *Pilgrim* out under sail, and (sometimes) making it back safely under sail and/or Yuloh, kedge or long lines and wading. And sometimes not. When it worked we sometimes had a round of applause, and once it was the ignominy of being dragged in by a jet-ski. I developed a healthy respect for sailors of old.

And in shorter seas the prop would pitch out! We had gone too far forward, and it was now in front of the pitch centre. One piece of failed guesswork on my part.

**Time for a Change**

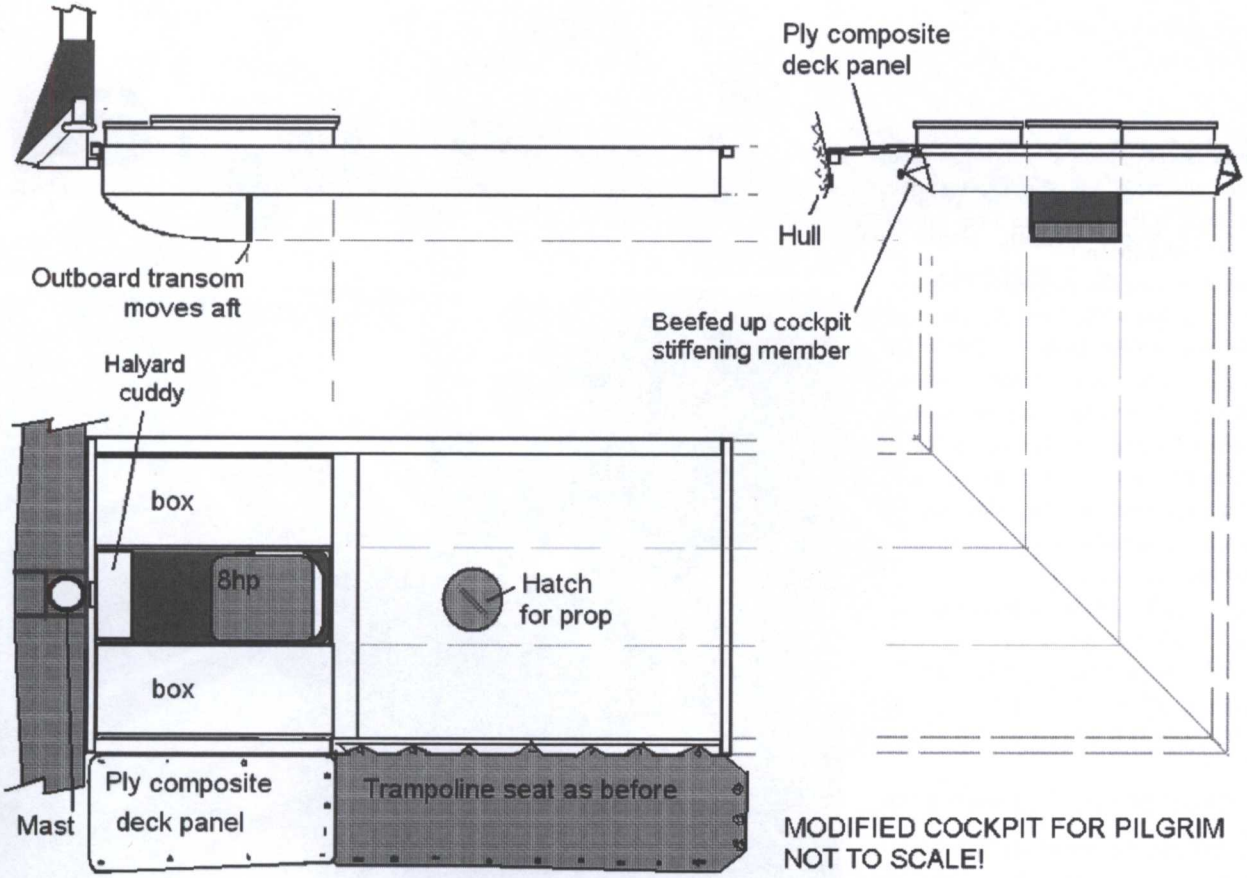
A shiny new 8-hp 4-stroke Yamaha Hi-Thrust was the basis for this, but (shock horror), it would not fit in the old box. Too wide. So the multi-purpose hole was sacrificed, and a central position chosen, but further aft, as shown below:-

We also beefed up the cockpit sides in deference to the heavier motor, and changed the trampoline seat to a ply panel as shown. We love our tramp seats, but they kept pulling away from the hull at the front when crew landed on them in haste. Skipper too!

We have a giant dinghy hatch to access the prop when the leg is up - very handy for freeing lines or just inspecting the prop, and it too functions very well as a drop-through sea toilet.

In the big photo next page, the blue box is in the anchor locker to starboard, the battery box is aft of that, and the fuel tank to port. Rope boxes are forward of the fuel tank, and the halyard cuddy amidships works well. The turning block is above the line of the box lids, so there is a straight pull aft.

We think it looks good!



## So does it work?

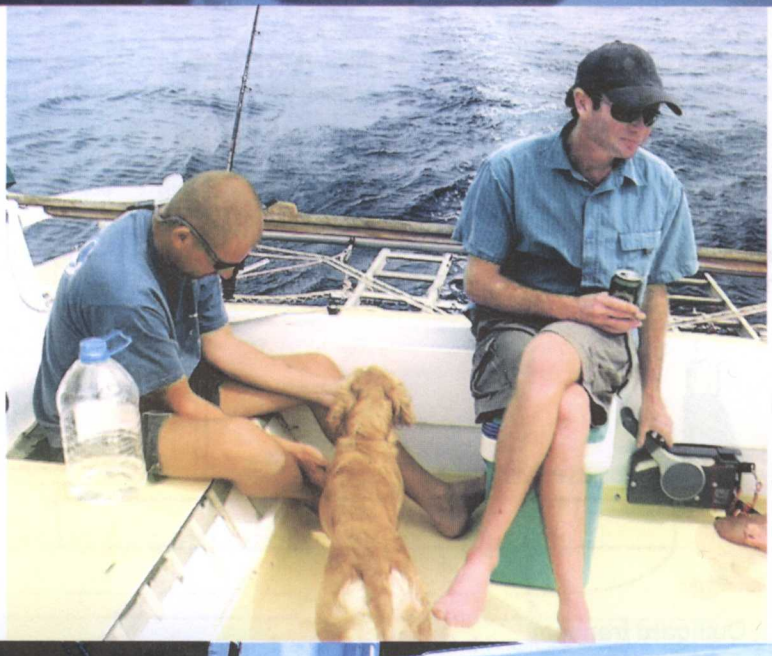
Too right! Monster thrust from a standing start, going ahead or astern, and amazing fuel economy that seems to be about four times better than the old Johnson 2-stroke. Top speed is seemingly unchanged, but we are still running in and do not attempt sustained high speed on the engine.

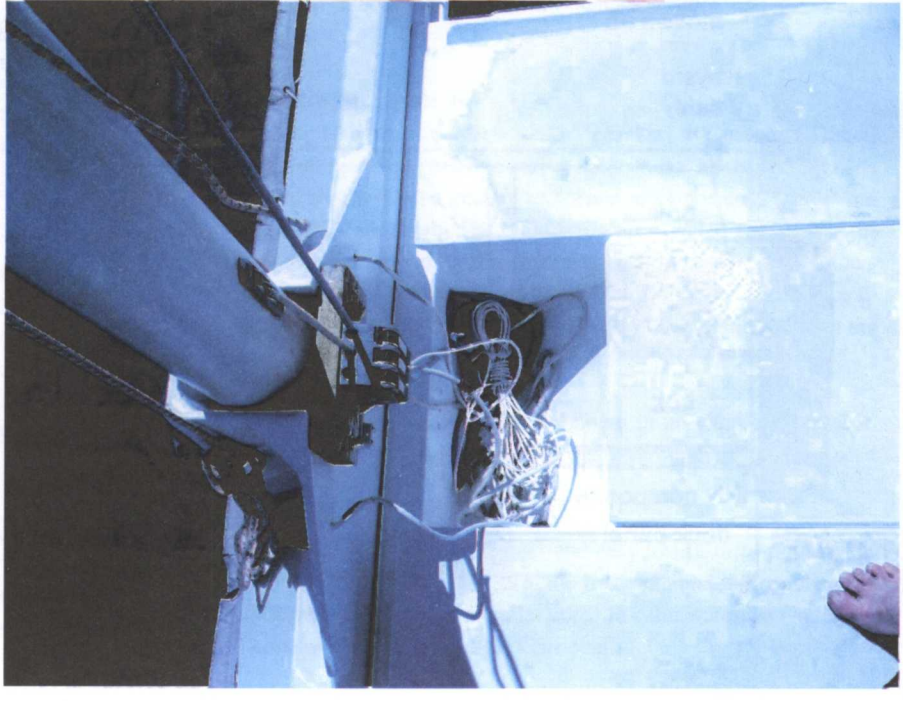
Satisfyingly smooth and quiet, it also has electric start. We can drop the leg and be under power in seconds now, which can be useful in an emergency and is just plain convenient the rest of the time.

Problems? Manoueverability is good, but we can no longer spin the way the offset engine allowed - against that the ability to stop precisely and reverse direction with authority is a big plus. All in all a most satisfactory result, and The Usual Suspects can be seen enjoying it on a fishing trip which took place on that rarest of days - a truly windless one in the Canaries.

The sea was dead flat, as can be seen in the photo, so flat that it is hard to believe we are way out in the Atlantic!

PS. The old prop ended up on another Johnson - fitted to Pahi 31 'Dignity', and the skipper reports a massive improvement in engine thrust and braking.





**Coanda effect** is the way fluid flow tends to remain attached to a surface; the most usual example is the flow from a tap following the curve of a spoon.

I was observing the propwash following the curve of *Pilgrim*'s hull towards the stern, where it curved away from the flow. The wash had expanded in the 13 or so feet going back from the prop, and met the hull near the main hatch opening. Bubbles in the induced propwash flow gave me an idea where it was, and a proportion of the flow seemed to remain attached to the hull round the curve to the rudder.

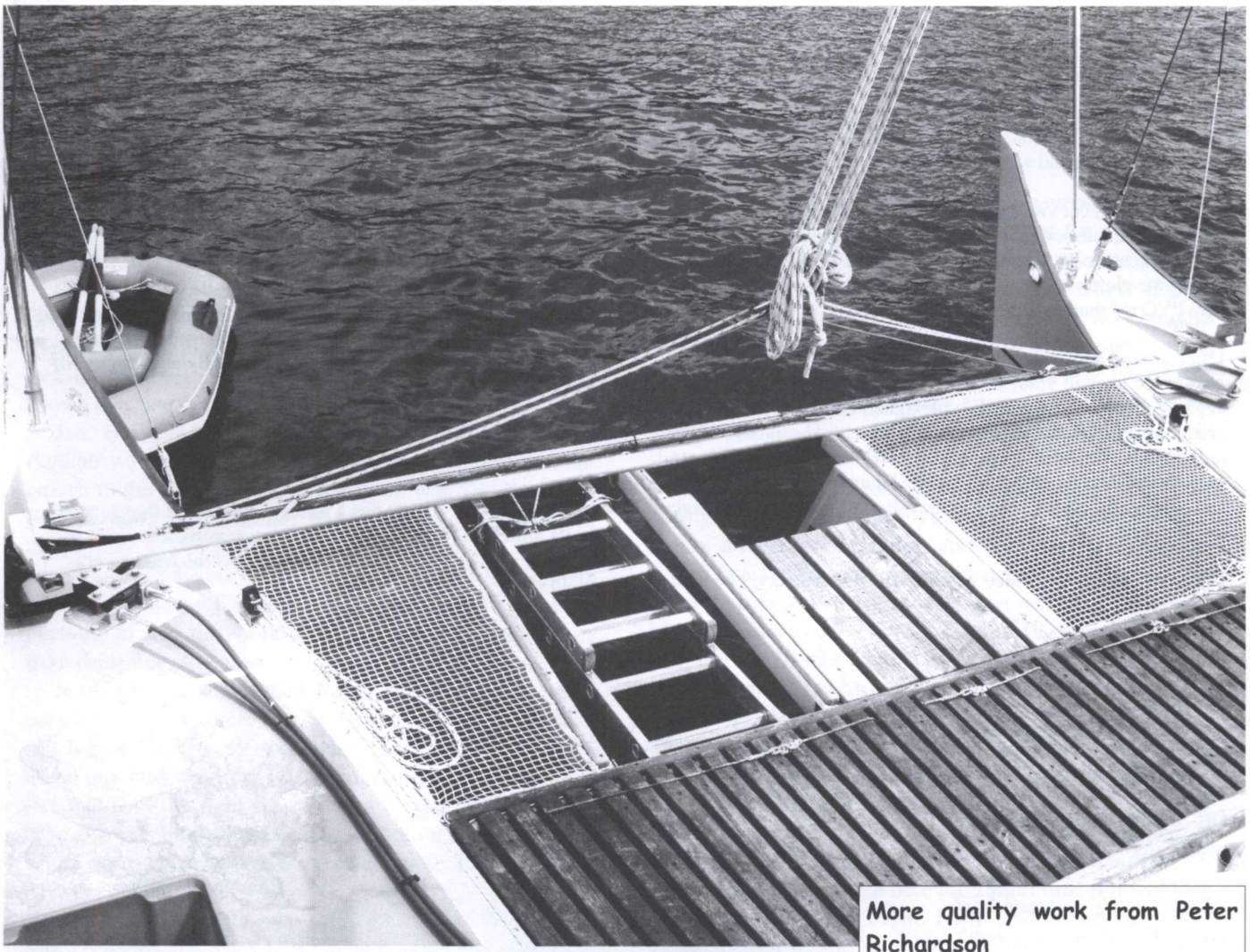
Poking a stick in the water with a tell-tale string on it confirmed this.

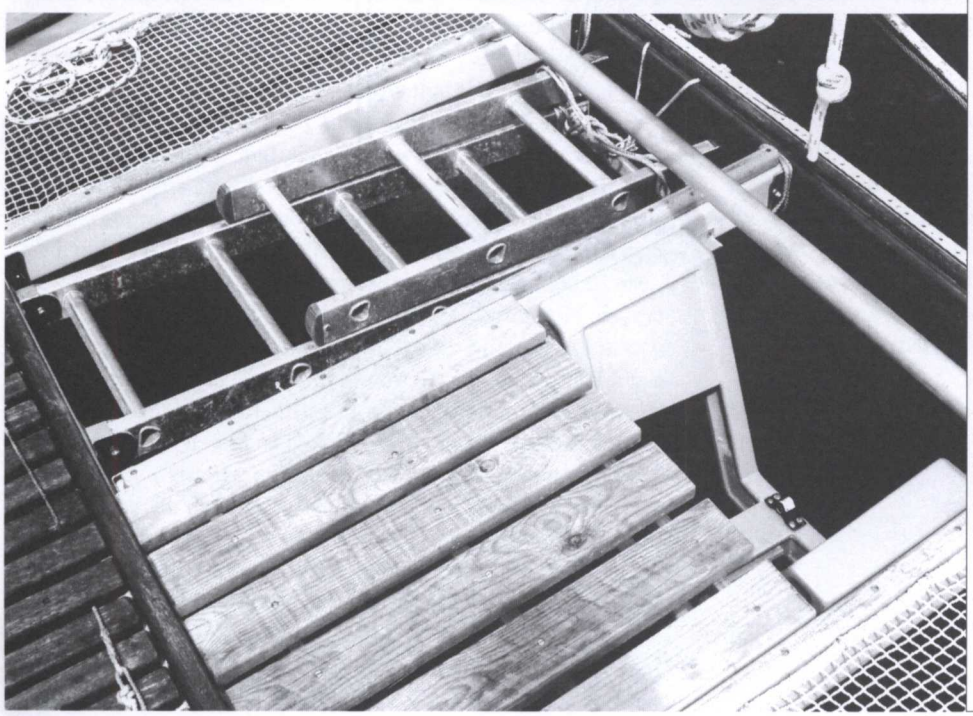
Certainly, the steering worked marginally better with an offset motor. I used to outmanoever boats that can now turn tighter than *Pilgrim*.

Maybe I lost the knack? Probably a new knack to learn.

# A different stern for *Toroa* Peter Richardson Pahi42 *Toroa*

I am now getting more mobile and stable enough on my pins to venture afloat. I have attached a couple of photographs of a partly completed mod to *Toroa*. A rear ladder ramp integrated with a partly completed wind-pilot bracket. I have completed the servo blade and am working on the wind vane and linkage mechanism.





**More quality work from Peter Richardson**

A couple of things that I (as a Pahi 42 owner) particularly like, are -

a) the walkway across from one hull to the other—on the Pahi 42, without such a walkway, one has to climb up about 2ft onto the coach-roof then cross to the other hull and descend 2ft - no big thing in itself but in a hurry there's a couple of hurdles that this walkway negates.

b) The stern deck has been broken up into several small sections using different materials—netting, wooden slats, aluminium boarding ladder.

c) I notice the hydraulic steering set up too—Can you let us know why you decided on such a setup and fitting details? - Ed

# Hints and Tips Dave peak

I think it's safe to say that less thru-hull fittings, the better, yes ?

On my old Narai II, I got down to zero thru-hull fittings, below the waterline anyway.

I fitted an in-hull depth sounder on the inside of my port hull, just above the floor/hull conjunction. Now a depth sounder won't "shoot" effectively through wooden hulls, because there's too much air space in and around the wood molecules.

What I did was cut away a sufficiently large enough hole in the hull for the depth sounder to have a good vertical view of the sea floor. Cats score better than monos in this respect as we spend more time plumb vertical than a mono does. Use a level to make sure PVC is "shooting" straight down.

I then ground back an area around the aperture 8 times the thickness of the ply hull 9mm x 8 = 72mm to give me a good scarffing angle. Temporarily fixing some plexiglass inside the hull, I proceeded to apply multiple layers of fibreglass to the outside of the hull up to the thickness of the ply. I vacuum bagged the layers to exclude all possible air bubbles in the laminate, after pre-warming and slowly stirring the epoxy. Epoxy doesn't stick to the plexiglass and leaves nice smooth finish.

Once the aperture was filled with fibreglass and epoxy, I bonded a piece of PVC piping (chosen to be a snug fit around the depth sounder transponder – more on this later). Now this would look tacky and also somewhat vulnerable to damage if left out in the open (to us big footed oafs), but I chose to cut the aperture close to a bulkhead under a forward berth and enclosed the sides with small off-cuts of ply. A hinged top completed the fitting.

In use, the transponder would suffer from the air interfering with its signal unless immersed in a fluid. So what choice of fluid, water or oil? Baby oil was my choice and the snugness of the PVC pipe to transponder means that it won't get everything around it messy.

A paddle wheel log could be set up this way also, with the additional benefit in that when the paddle wheel needs cleaning, it can be remove under way with little risk of large amounts of water getting in through the aperture, unless you're flying along at 10+ knots.

****Bonding PVC – PVC has a natural sheen to it that severely limits adhesion by most glues. You can remove this sheet by sanding, acid or flame washing; sanding is the least recommended.**

## Materials List

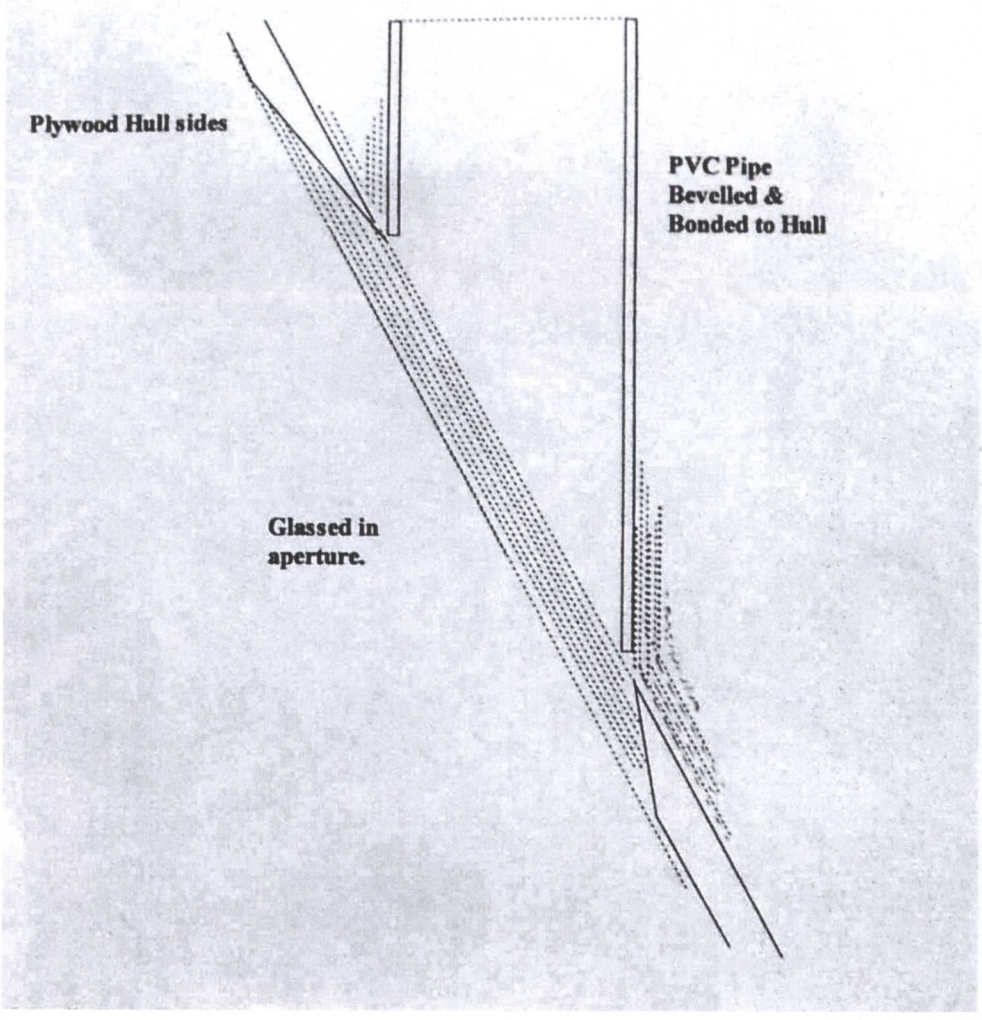
1- 50-200mm length of PVC slightly larger diameter than depth sounder transducer.

Off-cuts of fibreglass cloth/ mat/roving

Off-cuts of ply to create box/ area dedicated to depth sounder

Double material if doing both a depth sounder and a log .

**Log will need slightly more work and different orientation of the PVC pipe so that the it is at 90 degrees to hull side so that the paddlewheel spins correctly. Also length of pipe is critical so that paddlewheel is positioned correctly.



# News from Sea People

## USA-FLORIDA

Finally from Florida, Being well into issue #59 I find myself inspired to stop procrastinating and am actually getting started on a report on my ownership of Tiki26 *Inseparable*. I've been told that if I didn't hurry I would soon be too old and shaky to write anything. I may be too old to remember, but I'm not shaking yet.

First I wish to congratulate the present staff on the GREAT job that they are doing with the PCA. The "SeaPeople" particularly but also with the personal contacts by e-mail and the absence of the "tearoom clique" as it was known by some in the old days.

Jan 2nd 1984 when Jack Spoering and I launched *Pahliuli* we were very enthusiastic about the Wharram approach to the life on water. Our way in was Tiki21 no. 53. Sixteen years with *Pahliuli* ended with the launching of *Inseparable* a Tiki 26. Due to age and somewhat different work demands I have sailed less the past few years. With my 80th birthday fast approaching and soon to be, I am planning to stop this work foolishness and get back to my most enjoyable past -time.

*Inseparable* has absorbed me in many ways though I have not sailed as much. The desire to try other forms of sail rigs has been IT for the most part. This is not to say that I found any fault with the Gaff Wingsail design. I did not. I feel that it IS the right rig and used it well for 16 years. I have also encouraged others to go with it on boats for which it had not been designed. Such as a couple Tangaroas that have proved to do very well.

My great obsession was with the "Delta Wing Sail". Much research and many hours went into the bipod legs and the sharp edged spars for the sail. Not to mention the sail itself. My aviation background and the " double vortex theory" played a big part. I now know that the theory is a good one. It works when used ultra-technically as in the F-14 fighter plane wing and also somewhat crudely in the crab-claw sail. This I proved to my satisfaction with the first rig and somewhat with the "Jukung" rig. After a spar broke when foolishly tacking the Jukung rig on Key Biscayne rather than " wearing ship", as is the proper method to use, I became disheartened and tired of rebuilding and experimenting. I was with friends, Skip and Michael Lichty, in Miami and they agreed to help me. There was a mast available from my friend Chris Murphy in Jupiter, Fla. With the mast refinished and stepped, Mike and I headed for the Keys with a strange assortment of sails. We stopped to see Dan Kunz for the first time after corresponding for a few years. He had moved to Florida so we anchored in front of his home on the ocean. Dan must have known that I had always wanted Red Sails in the Sunset, because he gave me the suit of tanbark sails that he took off the Tiki26 he had just bought. He wanted *Funky Flamingo* to have the Gaff Wing rig. All of these people are or have been members of the PCA. The Wharram Family at work.

When Michael and Lucretia Woodruff, who built the hulls and named *Inseparable*, would not let me pay them for the hulls, I knew for sure that I had joined a FAMILY> MAHALO to all of you!!

Since the third rigging I have made several trips to Miami and the Keys. A couple times stayed for a while and left the boat with Clark Grimsley while he was building his Tangaroa. Dan and I plan to move *Double Eagle II* from Big Pine Key to Islamorada during May, as it now belongs to Dan. If I wanted a larger boat, that is the one I would want. I saw it built and feel that it is the best built that I have seen and after a few sails knew that it would be the ultimate for me. I am most happy for Dan. I hope he will show it off in December.

December of 2003 introduced me to another facet of the sailing life when I found myself involved in the organisation of a meeting of builders and owners of Wharram designed boats. The meet on Big Pine Key only pushed me to do it again at Peck Lane with Ann And Nev Clement. I had only been to one meet in all those years until I went to Bill Tait's and met them. The first was when I met Ruth Wharram and Tom Miliano in Miami in 1984 or 85. Two finer people I have never known. The first weekend in December at Peck Lane is now an annual event. I could not be more pleased with the number of people that came but do hope that we get more boats this year.

If you call me at (772)545-9312 or e-mail Tikipapa@webtv.net I will guide you, even to how you can feel secure in leaving your boat here for a short time if it will help to have it here for an event. I will also answer any other questions you might have. This is a beautiful place with everything we need for a meet. Even beautiful weather most of the time.

Most of my sailing these past few years has been coast wise and across the State of Florida. I have found it most enjoyable, with a few exceptions, but the gunkholing has been never-ending. This particularly in the Keys and along the west coast. The stories of the exceptions I will save for another time or you may read about them in past issues of Sailorman or Seapeople or the combination of both names. I have many back issues most of which will be passed out this year at the meet.

LOVE TO SEE YOU THERE!!!!!!!

Gene Perry

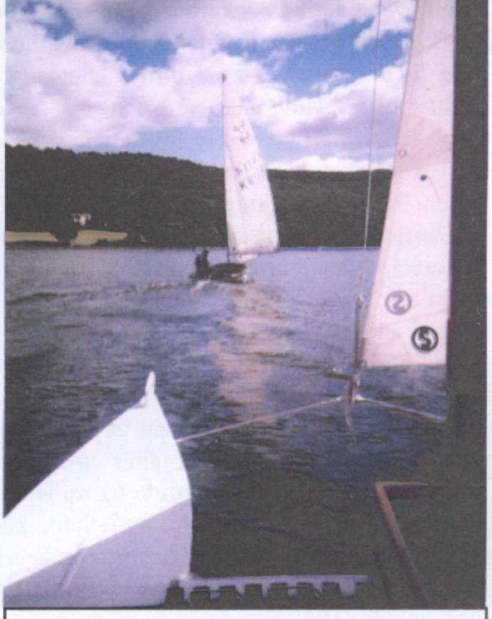
Bev Rocco & Dot Garrison from Narai4 *Kaimu* enjoying themselves (and a LARGE bottle of vino).

**A sunny Rhode Island with Rob Bois and family aboar**

**A non too sunny Chesapeake meet in Baltimo**

Clif
t

Aoraki, standing guard?

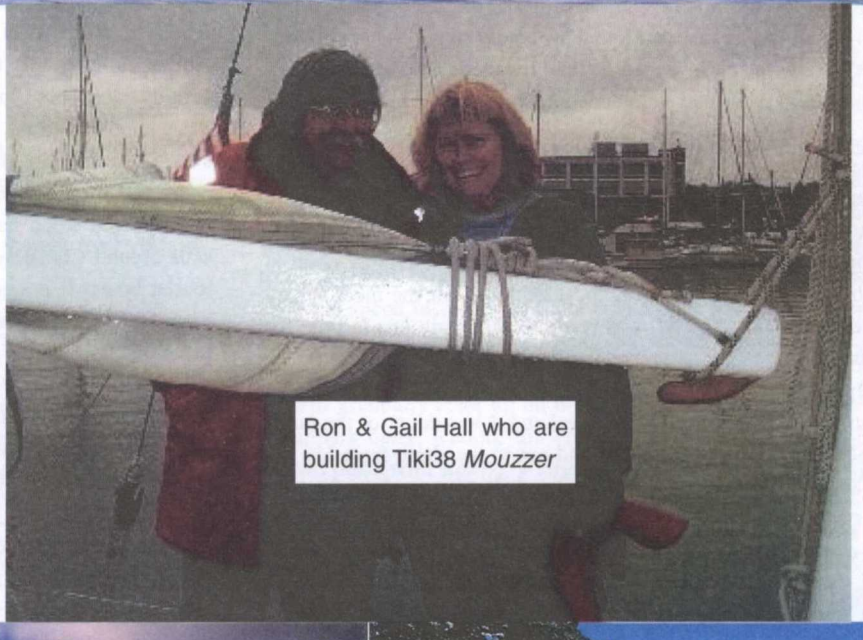


Bigger sails John, bigger sails ;-)

rd Katmandu a Tiki 30 meets up with Peace IV

ore can't stop the sunny smiles from all.

ff & Laura (Thompson) probably looking forward to the day when it's their Tiki 46 that is hosting Wharram fans.



Ron & Gail Hall who are building Tiki38 *Mouzzer*

Old Man of Coniston overlooks beautiful Coniston Water

Brian Gilmore after helping with rig before launching

# News from Sea People I

## UK — FALMOUTH

The PCA 50th anniversary meet at Falmouth (actually the 50th anniversary was of James departing Falmouth in 1955 on the original *Tangaroa* — PCA will soon enough be 50 but not there just yet — Ed), held over the weekend of September 2nd-4th was a great weekend and I thoroughly enjoyed my first PCA meet.

I had a very good sail over from the Isles of Scilly on my ten year old Tiki 26, *Tiki Ni* on the Wednesday in a SSW 4-5. Unfortunately though I parted out a shroud while going through the overfalls off the Lizard. I was surfing down some of them at 14 knots at the time in a SSW 4-5. I limped into Falmouth with a spare halyard rigged as a temporary shroud and a scandalised main to reduce the pressure on the rest of the rig, but was still making 7 knots. Despite the rigging failure the 60 mile passage was still done in eight and a half hours. I dropped the mast that evening, removed all the rigging and found a friendly rigger the next morning who replaced all my rigging while I waited. The price was very reasonable as well and it included coffee and biscuits and a lift back to the boat ! This excellent service was provided by **A2 Rigging** at Falmouth Marina. I took the opportunity to go up a size and replaced all the standing rigging and bridle with 5mm wire to be on the safe side. By the Friday of the meet I had all the rigging on the mast and was able to motor down to the assembly point at low beach where Jeff Pollock, local PCA rep for the meet helped me raise the mast. *Tiki Ni* was ready to sail again just in time for the meet.

My thanks go to out to Jeff Pollock (and family...) for the marvelous job he did of hosting the weekend. I lost count of the number of times he rowed people in and out to the shore from his *Taneui* and my Tiki 26, over the weekend. It was good to meet up with people and discuss the boats and give others their first experience of sailing on a Wharram. The Friday evening barbeque was a great start and fresh winds on the Saturday gave us the chance to show how safely and easily these boats can cope with a strong wind.

Saturday afternoon we sailed into Restronguet Creek and met up with James Wharram and Hanneke sailing their new design, the 'Tiki 8m'.

We enjoyed a brief sail around Restronguet Creek with them, before rafting up at Devoran Quay and having a good look around the Tiki 8m. The Saturday night saw us at the 'Pandora Inn' at the mouth of the creek, where we enjoyed a nice meal and free mooring rafted alongside their pontoon.

Sunday started with some drizzle but it soon cleared to another fine day with more moderate winds. We enjoyed another sail around Carrick Roads and then rafted up again for a late lunch, before heading our separate ways home. Although there were only two boats the attendance was good, with five people who came by road, as well as Jeff's family. It just goes to show you don't need to have a large number of boats to have a good meet.

Lets do it again next year, may be even on the Isles of Scilly, any takers...?

Gary Hoyle — Tiki 26 - *Tiki Ni*

Back to back meets might be a good idea Falmouth-Scillies -Ed

## UK — CONISTON WATER

Over the weekend of 20-21 August a total of three PCA members made it to the meet at Coniston which had been arranged at relatively short notice. Brian Gilmore, his wife, and John Cooke arrived and met up at the Coniston Hall camp site on the Friday evening, when John assembled *Aoraki*'s hulls and beams. *Aoraki* is a one-off polycat modelled loosely on the Hitia 14.

Coniston Lake is a beautiful location - one of the settings, of course, for Arthur Ransome**'s fictional single lake in the "Swallows and Amazons" stories. On the Saturday morning *Aoraki* was trundled down to the shore on her trolley boxes (the mast couldn't be put up on the campsite, because of the trees between there and the lake) and Brian and John finished the rigging. Brian headed off to take some photos and video from the lakeside, and John sailed *Aoraki* slowly up the lake in a very light and fluky wind - it didn't seem to match the way the clouds moved at all! Aoraki sailed gently (very gently) up to the pier at Coniston village, then back and forth between there and the camp site; no other PCA members to be seen at that stage. The views were magnificent; Coniston Old Man (the mountain) in the distance, and on the shore the moorings of Coniston Lake Sailing Club, and Coniston Hall, an old stone manor house. The old Steam Yacht *Gondola* sails around Coniston Lake, along with several other more recent tourist boats. It is one of the possible models for Captain Flint's houseboat in the "Swallows and Amazons" stories. It looks beautiful on the lake, and is very fast.

Around lunchtime Jon Stockton arrived for some sailing on the lake, and soon had his 505 out on the water. The wind picked up almost immediately, becoming rather more reliable, and enabled Jon and John to sail back and forth across the lake down to the campsite. Yes, the 505 is faster than *Aoraki* - but then it's a racing dinghy with a much bigger sail! However, *Aoraki* performed well and the sailing really was good fun. We finished for the afternoon with a nice cup of tea at the Coniston pier head. The lake gets quite busy on an August weekend, but there's plenty room for everyone, and (great) a speed limit so the noisemakers mostly go elsewhere.

Brian and John had a pleasant hour or two on Saturday evening over some more tea looking at Brian's photos of Wharram cats, including the one that Brian nearly finished!

John and Jon managed to meet up again on Sunday lunchtime to view Jon's almost complete Tiki 21 (get it finished then put some pictures and words together for The Sea People, Jon!). Unfortunately no photos of the Tiki 21 here.

We were very lucky with the weather over the weekend. It was not a very well attended meet, but not bad for one arranged at short notice; those of us there certainly enjoyed it, and the builders are full of renewed enthusiasm!

John Cooke

Sounds like Coniston has some real potential for future meets for the smaller trailerable Wharrams—Ed

# USA—CHESAPEAKE

The 2005 Chesapeake meet was held at Baltimore and under raw weather conditions. Ann Clement said of the location, "useful, but not very romantic". Her feelings might have changed when the local marine store exchanged their broken windlass with a new one at no charge. Manufacturing defect.

The Clements had somehow traveled from Sandy Hook, near New York, to Elk River, near Baltimore, in only 36 hours, while recovering from the flu. The weather had deteriorated to cold and rainy and two other catamarans stayed home as a result, but their skippers came by to see *Peace IV*. One commented, "It's the best hand made catamaran I've ever seen."

Ron Hall, building a Tiki 38 and projecting a launch date late next year came by with his wife Gail. He was visited by Pierre of New Jersey, also building a 38. The Thompsons of North Carolina were there and brought a lot of Tiki 46 questions, plus a slide show of their construction. Another local skipper from Annapolis, John, with a Pahi inspired 53 footer came over to see Peace IV. In all a total of over 20 people visited the anchorage in spite of the nasty weather.

Andy Solywada's *Kaimu*, was at an adjacent dock undergoing an extensive refitting. The work on the sail rig and exterior should reach a stopping point before cold weather truly sets in, and after that interior work can progress. Although she was launched in 2001, she has never been completed., even though they've been cruising to Florida and back

The weather on Sunday of the meet cleared and Neville took the chicken stew out to Peace IV after a small stove fire. The cozy atmosphere on board continued into the evening. It was decided to hold next year's meet on the South River where Ron Hall's boat is building. Potentially it will be at least a 5 boat raft up.

# CANARIES/UK

Just got back from 5 weeks aboard cats - mostly *Pilgrim* - and crewed on a fabulously fitted out Lagoon 57 during the Corralejo race - 2 day event, overnight at Corralejo on Fuerteventura. Force 7 on the way down - we watched the start, avoiding the competitors till they were well gone, then sailed through the fleet at up to 24 knots!

We passed the third place boat just before the line - the Audi sponsored mono that had cost more than the Lagoon cat! They were not amused, particularly when we pointed out carefully that apart from our skinny skipper (small, over 65, but an IronMan bronze medallist), obese Ben was the only other sailor aboard, and we had enjoyed hot meals on the way down.

OK, we had two excellent guys from the power fishing boat *Whisky* aboard, but I had had to show them how a winch worked and what a sheet did.... They are converts to sailing cats! They also observed that wind-for-wind *Pilgrim* had similar performance to the Lagoon - probably better to windward at that.

Better write some stuff for you now...

All the best, Ben (Mullett)

# USA—RHODE ISLAND

We had three Wharrams at the Rhode Island PCA meet first weekend in August—the Bois family sailed down from Boston area in their very nice Tiki 30, and the Veales came up from the middle of the Delaware River in their freshly painted Tangaroa. We had good weather for the whole weekend and nice guitar playing on Peace's deck at sunset time. We have been offered the free use of more moorings in our end of the cove if we get more boats next summer.

We will likely keep that first weekend in August for the 2006 meet.

Ann & Nev (Clement)

Ann welcomes brief (less than 1600 characters, no pictures etc) on their pocket mail device — **peacefour@pocketmail.com** or call on 401 261 7816

# CHANNEL ISLES—NORMANDY

*Scat,* my Tiki 26 won the Bill Kent Trophy, St Helier - Granville Race for the 2nd year running. First to the finish line and still first on corrected time. The wind was on the beam force 3-4 increasing to 4-5 and spinnaker was carried from start almost to the finish line, which was crossed at 14 knots!

A poor start, intentionally taking advantage of the shallow draft, keeping in shallow water to avoid the all the monohulls milling around the start, however *Scat* managed to overtake most boats within half a mile, averaging about 7 knots, dead down wind. Once east rock buoy was rounded and the wind came on the beam and boat speed increased to 8 knots and *Scat* was able to keep up with the larger monohulls ahead but there was still not quite enough wind to really get in the groove.

*Scat* gradually crept up on the leaders and approaching the NE Minquiers buoy, leading the cruiser class, we were battling for second place with *Kalina,* a large classic yacht in the racing class. As the wind increased slightly *Kalina* started broaching while *Scat*'s boat speed increased to 10 -12 knots and *Kalina* was left well behind. As we passed Chausey we caught up with the largest boat in the race, *Cordon Bleu*, a Dehler 39 and for about half an hour we struggled to pass her, racing ahead in the gusts and then falling behind in the lulls. About 7 miles from Granville the wind picked up another couple of knots, *Cordon Bleu* could not hold her spinnaker and started to broach, *Scat* accelerated to 14.5 knots and took the lead, the final 30 minutes we averaged 14 knots through the water.

The 30 miles took 3 hours 31 minutes, a couple of minutes slower than the previous year although the last third of the race was much faster.

The Tiki 26 is really a fantastic boat! These might not be racing boats but they don't half go in the right conditions. The boat felt completely safe and stable at all times even at 14 knots and never felt like lifting a hull and there was never a need to let go of the sheets although we had to bear away in the gusts and work the boat to keep up the speed.

Dave Yettram

Careful Dave, some other Wharrams might be after your scalp next year. I'll definitely try and be there even if it's just for the calvados and crepes at the finish ;-) - Ed

# Financial Aspects of your Boat Build

The financial considerations of boat building must eventually be faced by all of us. And economic considerations vary widely around the world, so it is not an easy topic to address. But some of what we faced while boat building in Britain may be helpful.

The hardest part is finding a place to build. Smaller designs may fit in the basement or garage, or even the living room of a bachelor pad. A tent or tarp works for some of them. But we wanted a large structure for the Tiki 46. It is important to line up the beam troughs in the larger designs, so side by side is the best way to build the hulls and it is time saving also to build something into the port hull and immediately build it into the starboard hull with the same tools being already in use etc. If you must build one hull at a time, please measure the troughs carefully so that the beams will fit properly when you are ready to put the boat together. Smaller designs do not have beam troughs so it is not a problem.

We rented a large, and extremely well ventilated agricultural shed on a pig farm. The wind whistled through there, and the pigs were not good company, but the farmer had helpful lifting equipment, and there were lots of practical people about the place that we came to love. On a farm, we were away from marina folk with their plastic boats who would rather talk about boat building or sailing than actually do it. Talking is not building.

If you have a bit of ground near to home, maybe you can set up an agricultural poly tunnel made of hoops and plastic film. These come in all sizes and are cheap. Try the internet for a used one. Go for white opaque film to diffuse light and be sure to provide for ventilation especially during hot weather. In most places, these temporary structures are allowed under planning permission laws. Sell it when the job is done. A chain link fence will offer a bit of security. Our tools were not valuable to a thief. They were covered in epoxy and only simple stuff. Our security was minimal.

Most timber yards will give you greatly reduced prices on such a large project. It will pay you to go to several timber merchants and let them know you are shopping around. We got free delivery and set up an account and they agreed to not increase their very low timber costs during our build. We had several deliveries throughout the build and made the several small payments as we went along. That way I only sold my investment shares when needed and the rest of the shares continued to earn meanwhile. Share value increased faster than our boat building spending!

In the early stages of the build, the main costs will be for timber, epoxy, fiberglass, fastenings, and tools. Once the two hulls are finished and painted, you can take them out of the building shed or poly tunnel and store them nearby while you get real busy building the cross beams, deck boxes, cockpit, pod, masts, forward mast case, etc. Maybe a smaller shed at this point? You might even be able to afford to heat it if you live in a cold climate. Then you can build throughout the winter. Zoom, zoom!

Some people have the hulls built for them, but build the rest themselves. That way they are familiar with the build method. So when they are cruising, they can fix anything or make changes.

If you intend to go cruising in the "Ever After", you may want to rent out your large home and move onto something more boat sized. A used mobile home/RV/ caravan//camper-trailer beside the building site would save on transportation. It could be sold when the boat is finished. We lived on a canal barge behind the pig farm. By keeping your own housing costs to a minimum, you will have more to put into the boat.

Our own combined income during the building years was around $20,000 US. At first I had more because my investments were doing well and providing high dividends, and then Nev got his state retirement pension just in time when the recession came and reduced my dividend income by the same amount. We were fortunate to have a family member willing to loan us money at low interest from time to time when the value of shares was so low it was not attractive to sell. When the value of shares improved again, they were sold and the loan paid off. We are now debt free, and living "in our own home" mortgage free. It just happens to be a boat.

The cost of the basic boat design does not cover some of the items you will want in the finished boat so keep some money aside for that. Lights, radio, paint, cooker, charts, navigation equipment, anchors, life preservers, compass, etc. We got almost all of this stuff used at greatly reduced prices but it all added up. It is worth noting, that our Wharram hatches never leak and are better ventilation than store bought ones. Wharram designs have you building lots of stuff yourself like chain plates and dead eyes. They work just fine and are better than what you can buy! A fantastic saving.

If you are building the boat for full time live aboard, that is where the real saving comes in. Living aboard a boat that is comfortable at anchor as Wharrams are, means no marina fees are needed. You are happy with your "two boats tied to a dock".

If you rent out your house or sell it and invest the money, you may be able to retire early as we did. We still live on a total of $20,000 US a year quite easily including plane trips to the USA and Britain every year. We do live simply and could live even more simply if needed. By living well below our means, we are able to save and continue investing for future income raises.

But think about it, if you live aboard, you are not paying rent. We know we spent $100,000 US to build our boat including every single cost like transport, marina launching fees, the shed rental, tools, sand paper, and equipment to sail across the Atlantic immediately after launch. But it is worth remembering that cheap rent plus the bills for electric and heat, etc is about $1000 US a month. So within 10 years, the live aboard boat will have saved all that rent. And you can sell the boat when your cruising days are over! Over time, she pays for herself if you live aboard because you gotta live somewhere. If you build the boat, you will be able to repair everything yourself. And if you live out on the anchor as we do, the regular cost of owning the boat is minute. We make our electricity from solar and wind. We sail instead of motoring. We head south to keep warm. It is more fun living that way.

Ann & Nev (Clement)

**Tacking on a small Tiki** (in response to Allan Jones query on Tiki tacking angles—page 22)

Ken is sure he saw you tacking *Hum Along* through a much smaller angle down Blood Alley Lake in Poole 2 years ago, with the help of an ebbing tide.

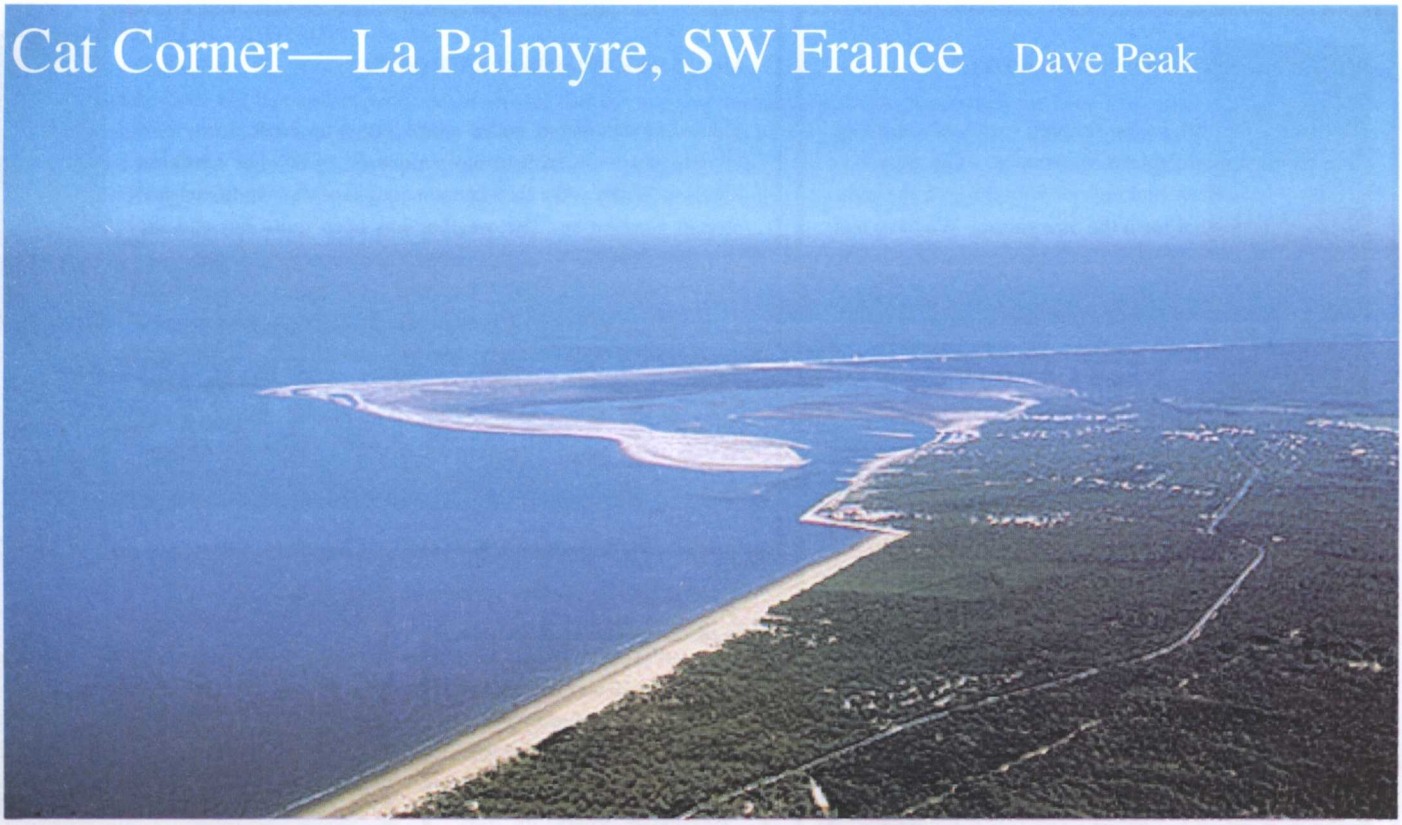
On Kentiki (Tiki 21)a few years ago the following figures were obtained, sailing in Poole Bay. Conditions, top end of an F3, fairly flat sea. From close hauled to close hauled speed before and after was 2.25 to 2.75 knots, tacking angle 84-85 degrees. Easing off the wind on each tack by just 3 degrees saw the speed before and after tack as 6.5 to 7 knots, tacking angle 89-90 degrees.

Recent tests this last year on Skinny Dipper (Tiki 26) show that an angle of 116 degrees can be achieved with jib alone but you do need very flat water and positive backing of the jib to tack, otherwise you leave enough room to gybe.

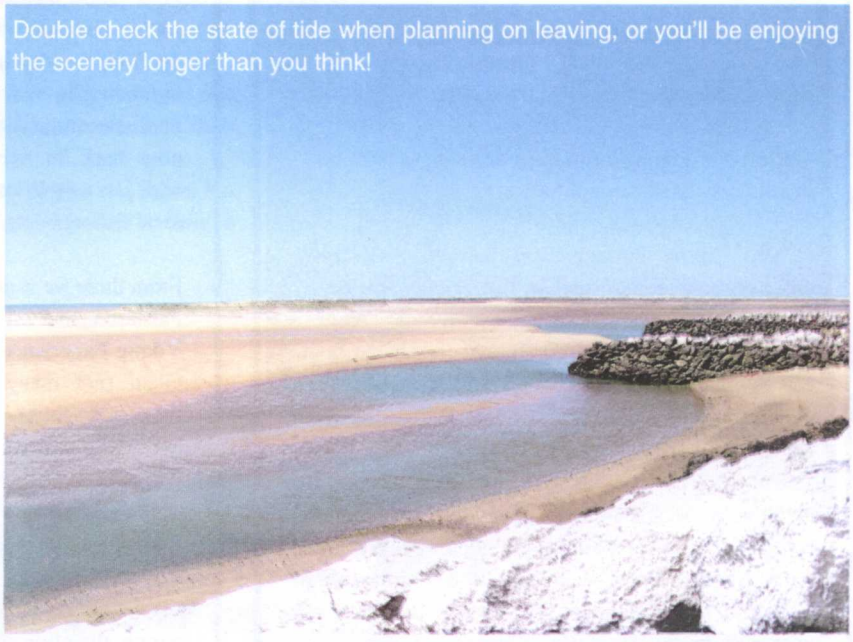
Can any other members send their own data to either the editor or PCA office.

# Cat Corner—La Palmyre, SW France

Dave Peak



Located on the northern shore of the Gironde Estuary, La Palmyre is my favourite Cat Corner in Europe, reminding me of my former home opposite Sandy Hook, New Jersey. The drying out in the lagoon, the smell of the pine forest, the solitude (lots of boats are afraid to go into the lagoon proper and opt for the safer more pedestrian harbour (to starboard when entering lagoon). The town of La Palmyre is a delightful holiday resort, not too gauche (for me anyway) and has some great little bistros when a break from the boat is desired.



Tue, 21 Jun 2005 07:45:33 -0700 (PDT)

We had a day off in Norrköping just a bit south of Stockholm to celebrate mid-summer. The past few days we have been making our way through the hundreds of island that form the Skargarden. We have had some really scenic places to stop but the navigation is very demanding with narrow channels and lots of rocks. To get to the anchorages you sometimes have to leave the marked channel which makes it even more exciting.

We have now got far enough up the Baltic that the water is much less salty - in the Bråviken (where we are currently tied up) it actually tastes fresh. We had a bit of a scare last night when we discovered a fair bit of water in the port hull but we now believe it was just rain water and not anything more serious (although we did bump that hull entering an anchorage).

This is as far north as we intend to go to give us time to get back against the prevailing southwest winds.

We have used all of the sails that we carry a fair bit on the way up so we'll have to do a bit of maintenance before we start back. The hull lashings will also need to be checked as the boat has worked hard to get us here and it's likely to be worse on the way back!

Mon, 27 Jun 2005 04:25:45 -0700 (PDT)

We left Norrköping a few days ago and are now making our way back down the coast.

Still sailing through very narrow, rock-strewn channels on a regular basis, which can be a bit nerve-wracking when the wind is against you and you have to tack. (Question for Tiki 21 owners – what angle can you make when you tack? The best we have been able to manage has been about 100 degrees.)** (See Ken's comments on page 20)

Now in Oskarshamn restocking before continuing south. Yesterday had a long but good day. We sailed out to Blå Jung Frun, which lies off the northern tip of Öland. It's very popular with visitors and there are boat trips that run regularly. We took our own (!) and circumnavigated the island, which was impressive. Took a few photos in-between deluges, as the wind picked up once we got there. Then it turned against us so we spent a long time tacking backwards and forwards to get into Oskarshamn and our tea!

The night before last required nerves of steel as the little spot in which we anchored was full of rocks. We ended up in good shelter, with two ropes off the bows tied to trees and both anchors out to ensure we didn't move anywhere during the night. Not for the faint-hearted!

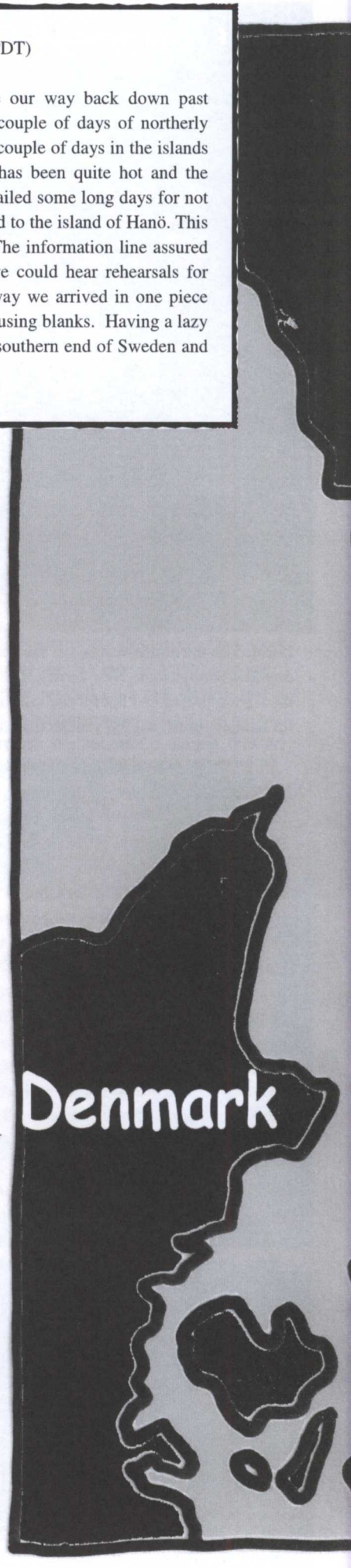
Mon, 4 Jul 2005 06:08:11 -0700 (PDT)

Since Oskskarshanm we've made our way back down past Öland - we were luck to have a couple of days of northerly winds to help us. We then spent a couple of days in the islands around Karlskrona. The weather has been quite hot and the wind not very strong so we have sailed some long days for not many miles... Yesterday we crossed to the island of Hanö. This involved crossing a firing range. The information line assured us that there was no firing but we could hear rehearsals for WWIII in the background... Anyway we arrived in one piece and assumed they must have been using blanks. Having a lazy day on Hanö before rounding the southern end of Sweden and heading into the Danish islands.

From Hano we had an exciting sail down to Simrishamn... Then round the bottom corner of Sweden to Kåseberga where we visited the 'Stonehenge of Scandinavia'. Also stopped at Smygehamn the southernmost harbour in Sweden (also the smelliest with rotting seaweed bubbling up from the depths) - nice lighthouse to visit though - once decommissioned but now back in service but with just a 60 Watt light for local fishing boats.

From there we went back to Falsterbo and visited the Viking Experience of Foteviken (not many Vikings there at the time).

Now making our way back through the Danish Islands - weather not very good wind either very light or very strong and from the wrong direction. Harbours are very full now it is the height of the holiday season but we always try to anchor instead if possible. Currently in Svendborg restocking having crossed the Store Belt yesterday.



Fri, 12 Aug 2005 06:02:51 -0700 (PDT)

It's been a while since the last update when we were still making our way through Denmark. Since then we have had either too much or too little wind and almost always in the wrong direction. Lots of days beating into F5 to 6 or else drifting about with not enough wind to fill the sails. We had a ´pit stop´ back at Maasholm before heading east again towards Wismar. We had a great crossing to Heliganhafen where we stopped to pick up more charts (top anchorage just outside of the town).

Then across to Rerik - another good day with favourable winds! We had a lovely couple of days there with some friends before setting sail again, though we didn't get very far as the wind died – and then increased over a couple of days - before we were able to get away. Once we did, we visited Wismar for a day and then went on to Travemunde, where there was a very impressive windjammer and an exhibition called "Sand World" featuring characters and scenes from well-known fairy tales all made out of sand. The following days proved a challenge to the poor folk working there and keeping everything in good repair no doubt, as the wind howled and the rain lashed.

From there we did some hard sailing with a permanent reef in the mainsail and we forgot what the No. 1 jib looked like.

We also ´bumped into´ another Wharram cat.

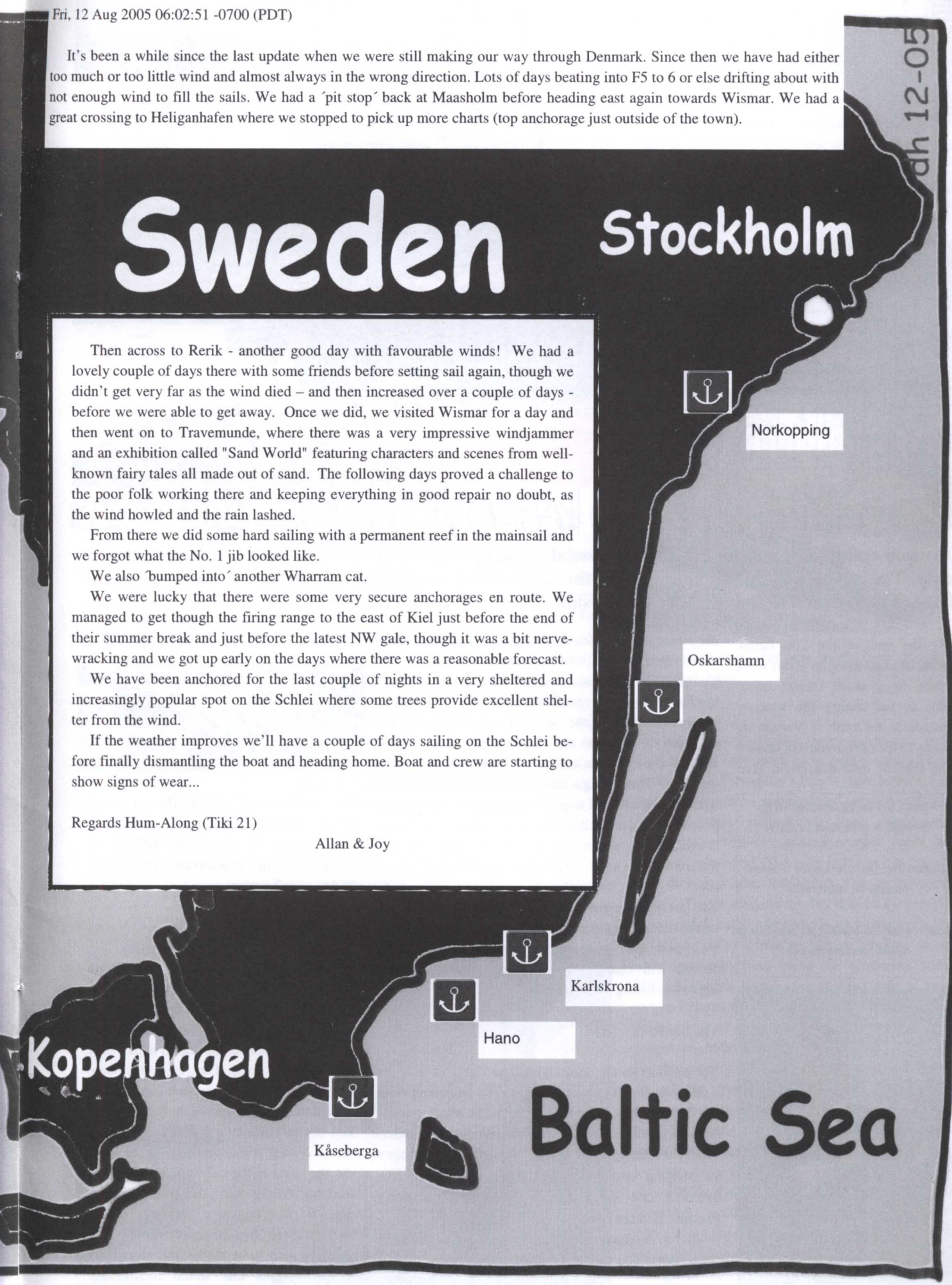
We were lucky that there were some very secure anchorages en route. We managed to get though the firing range to the east of Kiel just before the end of their summer break and just before the latest NW gale, though it was a bit nerve-wracking and we got up early on the days where there was a reasonable forecast.

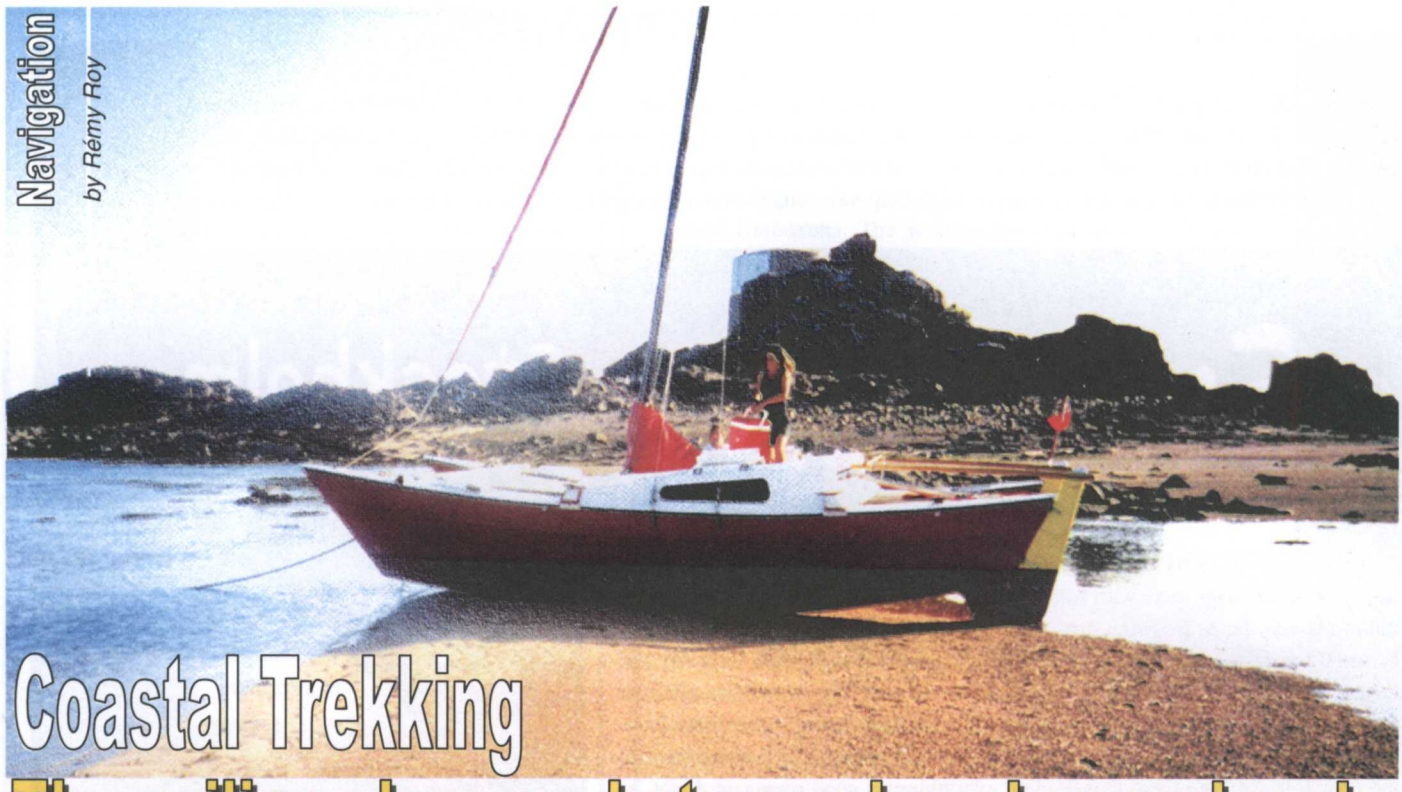
We have been anchored for the last couple of nights in a very sheltered and increasingly popular spot on the Schlei where some trees provide excellent shelter from the wind.

If the weather improves we'll have a couple of days sailing on the Schlei before finally dismantling the boat and heading home. Boat and crew are starting to show signs of wear...

Regards Hum-Along (Tiki 21)

Allan & Joy





# Coastal Trekking

## The sailing pleasure between beaches and rocks

**Are you doing some coastal cruising or coastal trekking? That seems to be a choice of words but not only. The attitude of mind is not exactly the same: boat, equipment, life on board, security should have to be adapted to that specific way of sail.**

By the end of the 70s James Wharram had thoughts about what could be a small cruiser being able to sail during the summer months as far north as Norway or south to the Mediterranean coasts; the kind of boat that could give her owner the same feeling as the backpacker one when he was doing a trek in the wild nature.

Compared to the coastal cruising enthusiast, the coastal trekker sailor is in search for more autonomy, more independence from the over crowded moorings and marinas. He wants to live closer to the nature, to the sea. In a way he is not so far from the first great explorers. Then doing a coastal trek is to sail where the others don't sail. It is to prefer spending the night alone beached on the sand or the mud rather than to be confined in a marina. It is also the choice to sail different routes and to experiment a new way of sailing life.

The program, notably the boat and the equipment, would determine different choices.

You must also be conscious that your way of life aboard will change and that the security is very important during a coastal trek.

**Above: a Tiki 26 beached in the Ecrehous (Channel Islands)**

**Right: The perfect coastal trekker should be trailerable**

**Below: even the Melanesia could be a good coastal trekker**

### The boat

The perfect coastal trekker should be:

- easily transportable on a trailer. The launching from the trailer should have to be easy without any outside help. In practice the total weight (including the trailer) should not be over 1000 Kg. (definite advantages to staying under 750Kg, especially within EU, trailers are considerably cheaper and don't require brakes)
- with a maximum draft: around 1' seems to be a maximum if you want to go almost everywhere.

The ideal coastal trekker, the rare bird, which would mix some conflicting requirements, is something difficult to describe. But in the Wharram range we can find two craft types:

### 1. The lightweights

At the lower scale rank of those boats are the Melanesia ethnic design and the Hitia 14. The upper rank is taken by the Hitia 17 or the Tahiti Wayfarer if that last one becomes available in the design book. They are seaworthy boats. They can carry some equipment in small containers and can be hoisted to the upper part of the beach.

You can sail in only a few inches of water but the crew is still exposed to the sea spray and the wind is the only propulsion mode available (along with the paddle). Dead calms exist everywhere, not only in the Mediterranean area so muscle power will probably need to be the backup propulsion … But breezes that would becalm the

slightly heavier boats will still move the lightweights plus the smaller spinnaker/gennakers are more easily handled not to mention much cheaper.

With those boats you can sail in places where cruisers don't even think that could be possible. All those factors offer to you a great variety of sailing places but there are also security factors to consider: by the facts you can find shelter in very tiny places or wait the end of the gale on the beach.

With those boats you sleep ashore under a tent or bivouac if you like it. A tent mounted on the deck between the catamaran hulls offers also a nice shelter.

**Above: a small cat, a tent, nice beaches and the world is for you...**

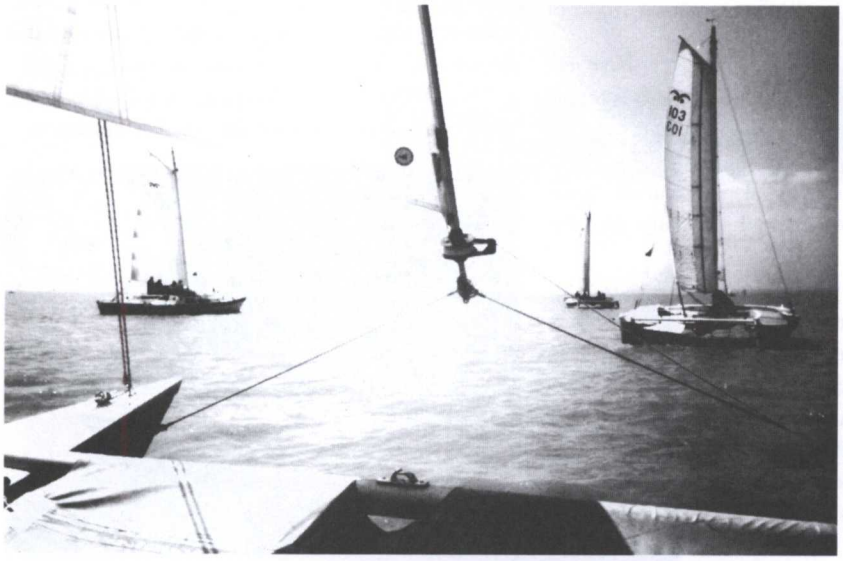
**Right: there must be a place for each object...**

**Below: sailing together is a great pleasure and smaller trekkers makes this more practical.**

**2. The medium weights**

In this category you will find the Tiki 21, the Hinemoa, the Tiki 24 millennium, the Tiki and Pahi 26, and finally the Tiki 30 (this later one is the largest practical trailer catamaran capable of being towed by a car—has anyone got first hand experiece trailer sailing a Tiki 30? We'd love for you to share your experience with us). You have still the advantages of a low draft and of an easy beaching.

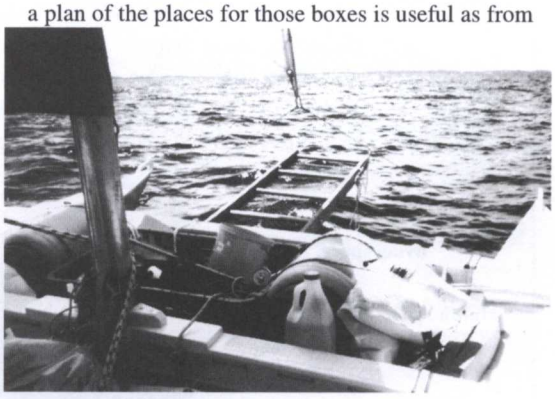
You will have more space for stowage (water, food, equipment, clothes) particularly if you have some dry lockers on board which are more useful than those plastic drums used during the canoe treks. Then you have larger autonomy. The seaworthiness is generally higher and you can look for treks with some small crossings. Even if you are strong enough to paddle during the calms or against the tidal currents it could be easier to move the boat with a little outboard engine which will increase seriously the security and the cruising range. So, long live the outboard engines! Apologies to the sailing purists.



**Equipment**

When you are considering cruising aboard a little sailboat from two days to few weeks it is essential to keep in mind two principles:

- take only the essential because there is no place on board for surplus. To make a checklist could be useful for being sure to forget nothing
- on board there must have a place for each object and each object must be at its right place. Otherwise that could be like the hell: "*but where is that **** can opener?!*", "*hurry up! Have you seen the emergency flares?*"... It is not only question of comfort but also a security one. On board everything might be stocked in watertight boxes and a plan of the places for those boxes is useful as from one year to the other you might have forgotten where they were.



**Food**

The question of the supplies is a personal one. Some want to have only fresh food, others want to have canned food. Personally I like to have a mix of the both. I always have some tins of sardines and tuna, packaged rice and pasta, long conservation vegetables and fruits (bananas, oranges, apple, and potatoes or carrots). The milk is the one in powder and cheese is like the Dutch one or processed cheese. That is a minimum. For the rest I try to stop in some nice small mooring places where I can find not too far away a little grocery or a bakery to buy some extra like fresh bread and croissants. I also have always on board a snorkelling gear, a spare gun and one or two fishing lines. It is always a great pleasure to eat fish, seafood or lobsters you have caught few hours before.

For the water it is better to take bottles than a tank or jerrycan. Bottles can be easily stowed in the lockers. As a good French sailor I always take some good French wine bottles and also some rum for making the sunset ti-punch...

You are not going to make a complicated cooking so a simple *Camping-Gaz* ® would be sufficient. Sometimes (today rarely) it is possible to make a campfire on the beach. In that case let the place very clean before leaving it and, during summer time, extinguish the fire before sleeping to avoid some forest fire.

**Bedding and clothes**

Sleeping bags, pillows and pyjamas must imperatively be kept dry whatever could be the weather conditions. A watertight bag could be the right stuff to have if you have no dry locker on board. Other bags will contain the change of clothes.

Aboard of a small boat you will be more exposed to the sea spray and to the rain, so it is a necessity to bring oilskins easy to slip on, as you will only have a small space to do it.

Boots are also essential for the rainy days or for going ashore in tidal zones. Plastic sandals allow you to walk in the water or on some aggressive rocks. As many other details this late one seems to be insignificant but an injury that cannot heal because of the seawater could spoil the pleasure of your voyage…

Seriously protect yourself from the sun under which one you will be exposed for long hours: hat, sunglasses, solar cream and lips protection, lightweight long-sleeved shirts are a good idea in the middle of the day. During a coastal trek you will be also more often exposed to mosquito attack than during a normal cruise: a repellent spray is a good thing to have (look for high DEET %).

Finally think about bringing with you a good pair of walking shoes. The experience shows that during a coastal trek you are also walking a bit ashore.

**Above: the deck tent increases the living space.**

**Middle: good oilskins can be worthwhile on a small boat .**

**Below right: the crew and the boat's abilities are some of the determining factors in choosing a realistic route...**

**Below left: the Hitia 17 beached on a sandy beach on Ibiza island (Spain) (photo © James Wharram)**

**Other equipment**

Oars, paddles or a pole, even if you have an outboard engine, could be of some help when you are approaching beaches where there is no water or in case of engine failure.

For navigation two magical instruments have changed the sailor's life and specially for the coastal sailor:

- the cellular phone which gives to you access to the weather forecast all day long, and which allows you to call for emergency, to communicate with your family or friends (don't forget to bring some extra batteries or a charger).
- the portable GPS that gives to you an instantaneous and precise position. But beware of that supposed precision. When you are doing a coastal trek there is no position precise enough to avoid a rock collision in few inches of water. So even if you want to buy the latest model of GPS it is still a good way to sail with a good chart, a plotter, a compass and a good pair of eyes…

Don't forget also to bring the binoculars and a small radio receiver (for the weather forecast).

**Comfort and security**

**Comfort**

It depends of course of the boat size and equipment but also of the route choice and of your way of sailing. First you must choose a realistic route and distance corresponding with the weather expected, the available time, the crew and boat's abilities. Then don't forget that cruising is for pleasure. Don't put too much sails up, as you are not racing. Avoid the long stages against the wind and manage your cruising day according to the weather forecast, the tidal currents and the tides. In one word: anticipate! Leaving and arriving early are also good habits as that give to you time for drying clothes or to find a good sheltered mooring place for the night.

Comfort is also, sometimes, stopping in a marina for having a shower, a good meal in a restaurant and, why not, a full night in some hotel room.

**Security**

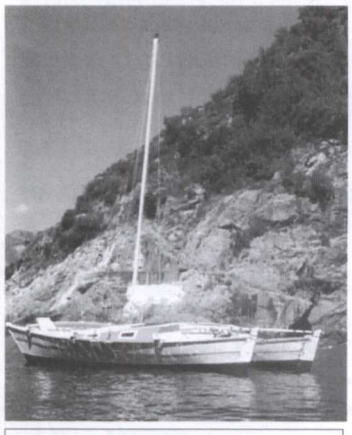
Against all expectations a coastal trek on a small seaworthy boat, with good equipment and a good crew is quite safe. The small draft, the beaching ability give to you the access to mooring places and passages that other "normal" cruisers will never be able to go. For example it is easier and safer with a coastal trekker to wait the end of a gale just beached on the sand than in an open mooring.

This ability doesn't exempt you from taking care of the dangers. For a small coastal cruiser the weather forecast is the key for the security. Nowadays you can get them from many sources (cellular phones, VHF, radio receivers and the forecasts stuck at the marina office). Never forget that on a small boat the bad weather is coming earlier than on a big one.

All the security equipment must be ready to use and everyone on board must know where it is.

Security is also being able to change your course if the weather conditions and winds are changing. An accident often occurs because the skipper has forced the passage despite the weather conditions

On a small boat the bad weather comes earlier…
(photo © James Wharram)



A coastal trek in Italy with a Tiki 26.

**Coastal trekking,**
**small disadvantages and great joys.**

After all you can do a coastal trek different ways:
- the Spartan one, on a light boat as the Melanesia or Hitia, only powered by sail with bivouacs on the beaches.
- With a bit more comfort, on a larger boat with more equipment. You can have a small interior space for sleeping which can be increased by a deck tent on the deck when you are at the mooring or beached.

The way to sail is a personal choice and is function of your own tastes, your cruising trip choice and of your means.

But, in all cases, some disadvantages must have to be foreseen:
- permanent exposure to the humidity, sea spray, rain, wind and sun without the protection of a real cabin.
- tiredness caused by the small boat movment (despite this it should be noted that we are often less seasick on small boats than on bigger ones)
- and finally the toilet problem. There are three cases: at sea (only the old bucket or a chemical toilet can be available), in an inhabited place (visit the marina or the local pub toilets), in a mooring place (the chemical toilet on board or the wild nature outside will receive you. In the later choice think to bring with you a small shovel to bury the things you would not encounter yourself if you would walk around there).

Meeting in the Channel Islands (GB)

All those little disadvantages are considered as the price to pay for being free and to take advantage of the experiences you will live during your coastal trek.

And, to finish, I can say that the coastal trekking is probably the most economic way to sail and to live the pleasures of the sea (few marina fees, not too much maintenance and no winter harbour to pay).

Wintering in the garden

The pleasure to stop almost anywhere in the wilds of nature.

A marina stop could be useful for supplying, taking a shower or going to the restaurant...

If the set of plans were on the market, the Tahiti Wayfarer would make a perfect trekker...
(photo © James Wharram)

# News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

## *Hmm Fresh Baked Bread*

**It's the one thing most sailors forego when off out to sea, who hasn't heard of sailors rations of hard tack - which incidentally is VERY good, if it's only a few weeks old and kept dry (Tupperware be blessed) — and there's no weevils in it ;-)**

### Simple Fresh Bread - Bannock

Traditional Scottish bread adopted and adapted with vigour by native north american tribes through interaction with Scots trappers.

One variety from Chipewa tribe uses cornmeal, hazelnuts and maple syrup.

It could be the ultimate travellers bread (see last paragraph).

4 cups flour

4 teaspoons baking powder

1 teaspoon salt

4 tablespoons oil

Add enough water to achieve a bread dough consistency

Mix ingredients well and knead for approximately ten minutes.

Grease and heat a fry pan. Not necessary if you have griddle or other flat cooking surface when you just coat the cooking surface.

Form the dough into cakes about 1/2 inch thick and dust lightly with flour.

Lay the bannock cakes on the cooking surface. Lift the cakes early on to prevent them sticking.

Once a bottom crust has formed and the dough has hardened enough to hold together, you can turn the bannock cakes.

Cooking takes 12-15 minutes. Test whether or not the bannock is ready by inserting a clean toothpick or sliver into the loaf.
If it comes out clean, the bannock is ready to eat.

Variations
You can replace a portion of the white flour with an equivalent amount of whole grain flour of choice, and/or include some dried fruit of choice, wheat germ, bran, and nuts of choice. The bannock can also be seasoned with brown sugar and cinnamon.

If all you have is a simple open fire as cooking source, you should make a thicker dough by adding less water.
Roll the dough into a long ribbon, no wider than an inch.
Wind this around a preheated green hardwood stick and cook over fire, turning occasionally, until the bannock is cooked.

## Well I mentioned Hard Tack so here's a recipe.

You really owe it to yourself to try this trusted ration of old.
You will be glad you tried it.

1 cup. white flour  2 Tablespoon butter  1/4 cup skim milk.
For savory taste add 1 tsp. Salt or sugar for sweet variety

Mix flour, salt and butter first, adding milk bit by bit, finally forming a ball.

Roll to thickness of 6mm, dusting occasionally, cut into 30x100mm strips—give final dusting of flour to all strips. Prick the strips generously with a fork, helps drying.

Place on aluminium foil and bake slow and long 300F for an hour, turning after 40 mins. Result should be golden brown not too dark or too light.

Now they don't call it HARD tack for nothing! It is very hard and is probably best served with a stew or soup and left to absorb moisture before eating. Unless you have a very good dental plan!

Well this isn't the original sailors/cowboys hard tack — didn't you guess? The skimmed milk was what tipped me off. They also didn't use butter but these really make the biscuit/bread palatable to 21st century palates. Try the original 5 cups of flour, 1 cup of 1 water, 1 Tablespoon of salt at your own peril (and teeth).

Some other modifications to vary this adaptable, easy recipe

* Roll the dough out thinner, to 3mm which results in a more brittle biscuit which although definitely hard tack, it is edible as is.
* Garlic salt, mixed herbs would provide a tastier end result and would work real well in the thinner form with a dip or cream cheese.
* Whole wheat flour or other varieties can also be tried.

What you shouldn't add is fruit as this works against the dryness that the hard tack is trying to achieve. It's this dryness that works for the longevity of hard tacks reputation. If there's little or no moisture then mold can't develop. Stored in a Tupperware container, it will keep for weeks unless it gets damp in the interim.

Mangé

# DITTY BAG

## *DITTY BAG DITTY BAG DITTY BAG DITTY BAG*

*Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.*

**** **Ditty bag ads will run automatically for 2 issues** (to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

For Sale—"Funky Flamingo" Tiki26 $7k obo
all west system. very solid boat. rebuilt beams, lashing, stringers and lots of other work done. needs sails, rigging and clean up. many extras and improvements. slatted front and lash-on rear decks, 4 horse yamaha, inflatable dinghy, stainless keel rub strips on keel . all faired in, new mast for proper tiki rig, extra items.
Dan Kunz. Email drkunz@hotmail.com (please put TIKI in subject line so its not trashed). 305 –664-0190

**WANTED**
Wanted **GRP** Tiki26 in good condition. I am based on the central South Coast, UK.
Send email to alexjcrook@hotmail.com

**WANTED**
Wanted - Wharram catamaran in the Tiki26 to Tangaroa range, 26 to 35 feet. I have sailed a Hitia 14 and Tiki 21 extensively and I am now looking for larger boat. I love fibre glass car bodies but want a wood/epoxy boat. If you have an unfinished project or a boat that needs repair or refurbishment or a boat that is ready to sail please give me a call.
I am based in the Wirral, North West UK.
Please call Brian Probert on 07815 750163.

Various used anchors for sale
7kg Plow (CQR style) £20
7kg Danforth style £20
8kg Brittany (+4m of 10mm chain) £30
8kg Delta style anchor£30

10mm short link anchor chain £2.75/metre
8mm short link anchor chain £2.00/metre
Lengths up to 30m available
Ken Hook email hook.ken@virgin.net
Tel 01202 531445

For Sale Tiki21 "Ellida" marine ply/epoxy hulls. One set of sails, suzuki 4HP outboard, anchor, harnesses.
Located in Topsham, Devon. £2,300
Contact Nick Harding 01392 210408

**Tiki 38** "Kamiloa"
Asking **€55,000** based Atlantic coast of France, near Nantes.
Need to sell as I want to build bigger boat.
Dominique Naulet email dnaulet@9online.fr
Tel 0251469444

FREE TO A GOOD HOME!
1) Bow roller to fit 1/4 chain
2) Walker "Excelsior IV Patent log." Seems complete in original box.
No price, just come & fetch. Address in yearbook.
Messages on sister's phone (01208) 814628, ansaphone.
Please speak clearly for God's sake!! Pete Green

WANTED—new home and owner for HINA project.
See Page 39 SeaPeople #58
John Ashbury 01298814340

SINGLE SIDE BAND RADIO FOR SALE
Nev and I have decided our ocean crossing days are probably over. Our Kenwood TS-140S SSB is now for sale including our Smartuner SG-230 AUTOMATIC TUNER and associated wires and cables and an antenna. A new microphone is needed otherwise it all worked fine when last used two years ago with a borrowed mike. $300US plus shipping and it is yours. Or come to a US East Coast meet and take it home with you!
**Ocean Weather Pilot Charts:** South Pacific, Indian Ocean, Central American Waters & South Atlantic Ocean
Free if you pick them up! How about that?
Ann & Nev Clement

peacefour@pocketmail.com

**Dittybag is now available online via the PCA Forum see website for details www.pca-seapeople.org**
**If you want to add a picture or an add to the online dittybag please send to pcapix@pca-seapeople.org**

**BOATS, SKIPPERS, CREW, BOATBUILDERS NEEDED for Canaries to Caribbean December 2006**
**Contact : jubilee@pca-seapeople.org or PCA Office**

## *Letters Letters Letters Letters Letters*

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Bonsoir Dave

I join a few words concerning our situation before and after our Atlantic crossing. I hope it's good for you.

I just phoned to Dominique NAULET the owner of TIKI 38. He wants to sell his boat!

I haven't yet a contact with the two french owners of Tiki28.
For les Glénans it's possible only if there are a mimum of 3 or 4 boats to welcome the pedestrian members.....

This afternoon with my sister we had a sail on board PHA with a good east wind, fresh air and sun ( but without bathing).

A bientôt,

Bertrand

PS : Since 31 October my email adress of Martinique (bmhfercot@wanadoo.fr) is cancelled so now use only bmhfct@wanadoo.fr

Bertrand, I called Dominique and have place an ad in the Ditty Bag to spread the word - Editor

Dave,
I read with interest your short article on page 23 of issue 60 re. purchase of materials. I am planning to build a Tiki 26, intending to purchase the plans next month with a view to start building in Feb 2006
Could you please send me details of your supplier along with any other information I may need.
In addition I have a few questions which you may or may not cover:
1. How does your supplied differ from West Systems on price and quality of resin/hardner/etc
2. Do they also supply fillers or would I need to source these elsewhere, If so would they be compatible
3. Where would you recommend I obtain the other wood from, bearing in mind the quality may be much more variable for this than for ply (eg warping, knots etc)
4. Can I order the materials in batches, as needed
5. What would I need for my first batch (I have a garage with 26' 3" on the diagonal so there will only be room for one hull)
5. VAT is a known quantity but how much would shipping be. (I live between Cheltenham and Stratford on Avon)
6. Did you manage to organise a VAT deal with HC Custome & Excise
With regards and thanks for your help.
Mike Machnicki

Hi Mike, haven't got everything finalised just yet (started new job in Luxembourg) but should have things sorted by end of 2005 — I'll help you through the process - Dave (I replied to Mike's specific questions by e-mail)
I'll document the buying process in detail in March issue.

Bonjour Dave,

I saw in the letters area, that Dan Kuntz was asking for a new generation of printed T-shirts possibly using some of my works.

First I would like to say that you can use each one of my sketches, designs logos as you wish. Also if you would like some special work it would be a pleasure for me to make it; just let me know what your needs are.

Rémy (Roy)

I'll try and round up all of Rémy's artwork that he's sent me over the last couple of years and present them as thumbnails in upcoming issues. If members have any individual requests for artwork, please contact me in first instant as I may already have something from Rémy. If not I can batch it up and forward to him. It may also stir up some dormant ideas that I have had.
Dave—Editor

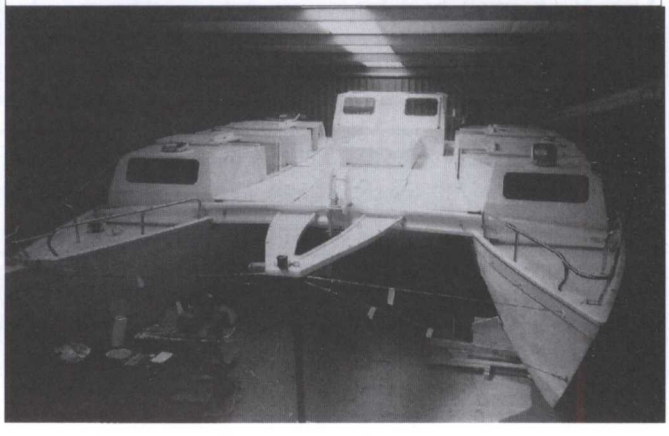
Hello Editor, 1.9.05
Thought I'd drop you a few lines as a participator of a PCA sailing meet.
Due to circumstances this year, the Poole meets have been very low key - & because we have dependants at home (of the furry kind) I was only able to make it on one day.
But what a lovely day!! Allan & Joy were borrowing Skinny Dipper, & they picked us up at Baiter at 10:30ish. The weather stayed sunny, slight breeze & no scary bits – so unlike every other time that I have attempted to join in a sail. (the previous 3 - 4 times the weather has changed to dull/cloudy or rain, & the wind picked up a lot – really fritting a coward like myself, & not a confidence booster for a beginner.
So thanks to all, - & the sun & wind gods - for making this time out so enjoyable. I WILL look forward to next time! :-)
all the best, Anita (Hook)

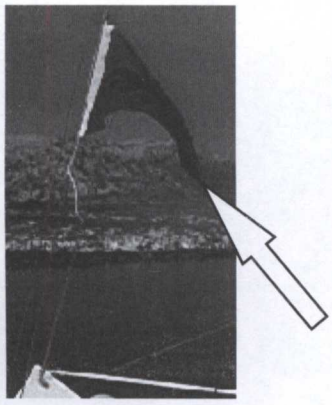
Dave

Some pics of my boat, I have had to stop the build for a year do to work in South America, I'm probably two months from launch when I get back.

Chris (Brammer)

You've gotta send photos of the move downstairs when it happens! - Dave





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*Reading matter? Back numbers of course!*

*Committee member Gerald Winkler shows*

*our Burgee in the Adriatic That's the way to do it!*

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## HUMOUR

When the old skipper finally died his crew put the usual death notice in the paper, but added that he died of gonorrhea.

No sooner were the papers delivered when the 2nd mate phoned the 1st mate and complained bitterly, "You know very well that he died of diarrhea, not gonorrhea." Replied the 1st mate, "I nursed him night and day so of course I know he died of diarrhea, but I thought it would be better for posterity to remember him as a great lover rather than the big shit he always was."

An elderly couple were on a cruise and it was really stormy. They were standing on the back of the boat watching the moon, when a wave came up and washed the old woman overboard. The coast guard searched for days and couldn't find her, but promised the old man they would notify him as soon as they found something. Three weeks went by and finally the old man got a fax from the coast guard. It read: "Sir, sorry to inform you, we found your wife dead at the bottom of the ocean. We hauled her up to the deck and attached to her butt was an oyster and in it was a pearl worth $50,000. Please advise." The old man faxed back: "Send me the pearl and re-bait the trap."

When I went to lunch today, I noticed an old seadog sitting on a park bench sobbing his eyes out. I stopped and asked what was wrong. He said, "I have a 22 year old wife at home. She makes love to me every morning and then gets up and makes me pancakes, sausage, fresh fruit and freshly ground coffee."

I said, "Well, then why are you crying?" He said, "She makes me homemade soup for lunch and my favorite brownies and then makes love to me for half the afternoon.

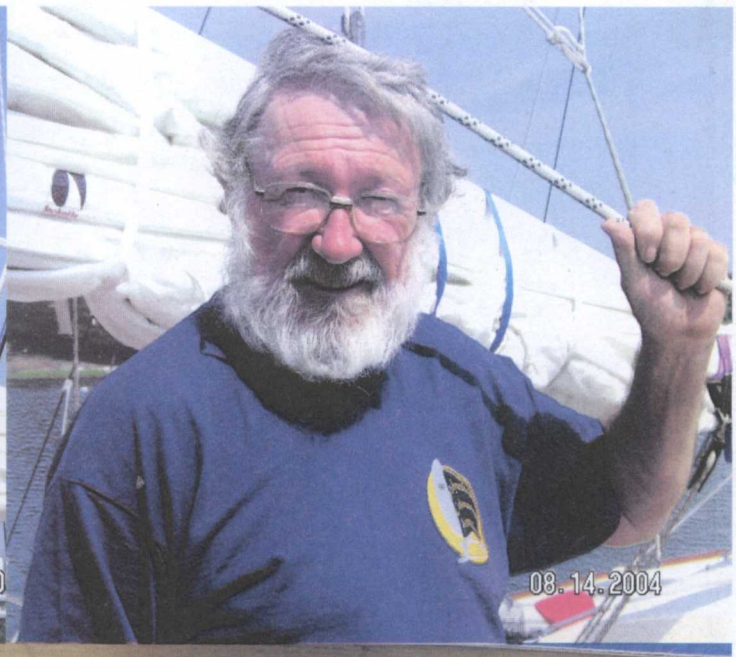
"Well, why are you crying?" But he wailed on, "For dinner she makes me a gourmet meal with wine and my favorite dessert and then makes love to me until 02:00". Exasperated I said, "Well, why in the world would you be crying?" Weeping his heart out he cries "I can't remember where I live!"

THE SENILITY PRAYER

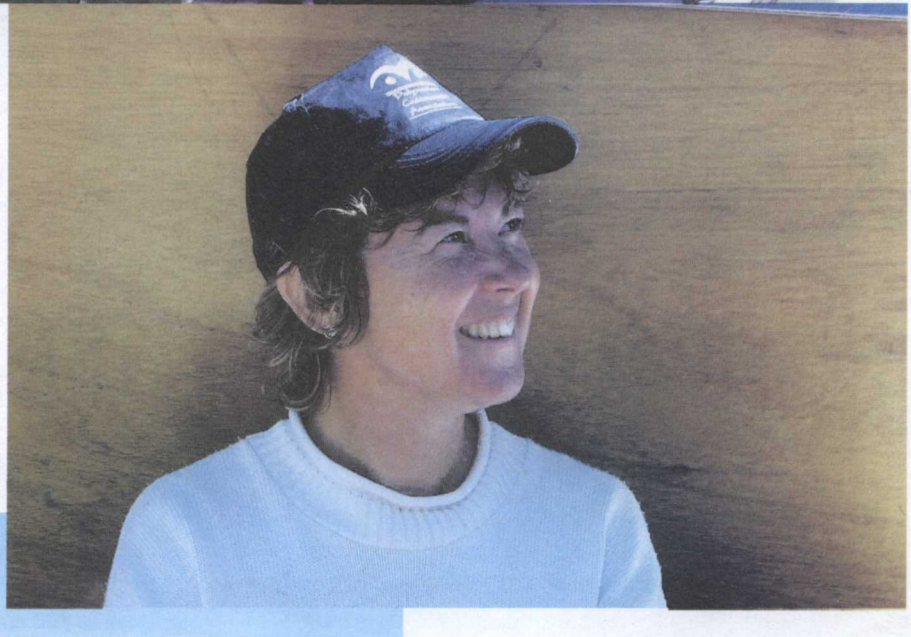
Grant me the senility to forget the people I never liked anyway, the good fortune to run into the ones I do and the eyesight to tell the difference.

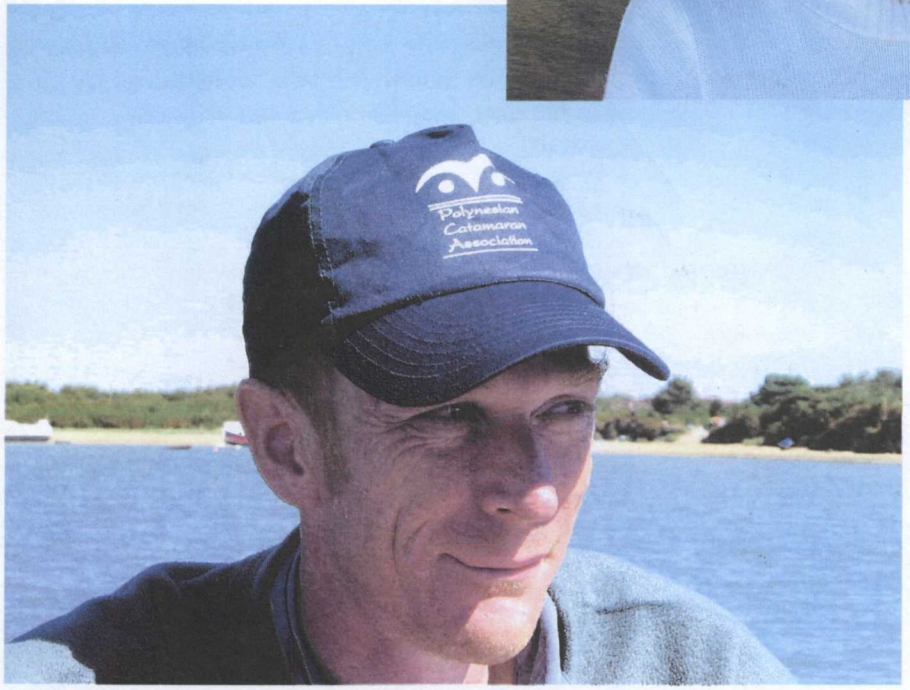
Submitted by Steve Veale
Nautically modified where suitable by Dave Peak

# FACES OF SEA PEOPLE




The team of Ann & Nev Clement captured on film in sunshine at the Rhode Island meet. Maybe Ann's PCA shirt was in the wash that day ;-)






Joy Russell and Allan Jones wearing PCA baseball caps while onboard Skinny Dipper in Poole harbour after the 2005 AGM